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The Hopkins Library presented to the Celand Stanford Junior University by Cimothy Kopkins.

#### ERRATA.

The proof-sheets of the legislative edition of the Fifth Annual Report of the Board of Railroad Commissioners were not submitted to the board for correction previous to publication.

The following corrections have been prepared in the office of the Board of Railroad Commissioners, to be affixed to the legislative copy of the Report in your possession.

WM. C. HUDSON, Secretary Board of R. R. Commissioners.

#### Volume I.

- P. xiv. Table of "Exports." 1878, under "New York," for \$327,276,478 read \$327,226,478.

  P. xiv. Table of "Exports." 1883, under "Philadelphia," for \$33,183,1845.

  P. xiv. Table of "Exports." 1886, under "New York," for \$30,187,611 read \$304,486,611.

  P. xiv. Table of "Exports." 1886, under "New York," for \$30,487,611 read \$304,486,611.

  P. xiv. Table of "Exports." 1888, under "New York," for \$30,487,611 read \$304,487,611 read \$504,897,611 read \$504,897,811 tyl. Table of "Accidents, under "Fassengers killed, 1896, footing, for 39 read 30, tyl. Table of "Accidents," under "Employees injured, 1896, from causes beyond their own control," for 140 read

- 1886, from causes beyond their own control, 107 189 From 149.

  P. 23. Twenty-eighth line from top, for "insurance of transfer tickets" read issuance.

  P. 44. Last line of page, after words "each of which has," insert the word had.

  P. 89. For The ELMIRA, NORTHERN'.RAILROAD COMPANY read THE ELMIRA, COBTLAND AND NORTHERN RAILROAD COMPANY.

  P. 80. Fifth line of third paragraph, for "legislative" read legitimate.
- legitimate.
  P. 224. Opposite " Krie and New York city, for "1862" read
- P. 20. Opposite 1862
  P. 309. After "Section 14, 2 How served on non-residente," add the words if residence known, copy to be sent by
- mail.

  P. 314. In third line, note, for "Chap. 230, Laws of 1864" read Chap. 230, Laws of 1845.

  P. 321. In § 23, second line from bottom of section, between the words "in the" and "village or city," instead of word same.
- word same.

  P. 323. In third line of notes to subdivision 5, instead of "Laws of 1885" read Laws of 1865.

  P. 360. In second line, "An act in relation to the contracts of railroads," strike off "s" from "railroads" and add the word companies.

P: 47. In second line from bottom of page, strike out the words "which he resides, or in the office of the clerk of the country."

#### Volume II.

- Volumer head of Income from Other Sources, twelfth line, for 25,000 read 25,500.

  P. 6. Under head of Operating Expenses, thirty-first line, for 26,950.83 read 589,550.83.

  P. 6. Under head of Gross Extraings from Operation, thirty-fifth line, for 2,062,78 read 39,062.79.

  P. 6. Under head of Net Extraings from Operation, forty-fifth line, for 1,202.56.79 read 1,203.565.79.

  P. 7. Under head of Net Extraings from Operation, fifth line, for 2,263.569.05.

  P. 1. Under head of Gross Income from all Sources, first column thirteenth line, for 276,808.66 read 273,839.95.

  P. 1. Under head of Gross Income from all Sources, first column thirteenth line, for 276,808.66 read 273,839.95.

  P. 7. Under head of Gross Income from all Sources, sixth column, twenty-seventh line, for 60,332.26 read 56,322.36.

  P. 7. Under head of Gross Income from all Sources, sixth column, twenty-seventh line, for 60,332.26 read 56,322.36.

  P. 7. Under head of Gross Income from all Sources, forty-second line, for 8,226,233.02 read 8,246,233.02.

  P. 7. Under head of Gross Income from all Sources, forty-second line, for 8,226,233.02 read 8,246,233.02.

  P. 1. Under head of Gross Income from all Sources, forty-second line, for 13,032,400.71 read 13,052,400.71.

  P. 9. Under head of Gross Income from all Sources, forth line, for 26,032.03 read 9,500,288.10.

  P. 9. Under head of Gross Income from Operation, twelfth line, for 16,602.07 read 166,032.07.

  P. 9. Under head of Gross Extraings from Operation, twelfth line, for 16,602.07 read 16,602.07.

  P. 9. Under head of Net Extraings from Operation, thirty-sixth line, for 28,277.38 read 27,277.38.

  P. 10. Under head of Net Extraings from Operation, thirty-sixth line, for 3,675,601.60 read 17,532.862.10.

  P. 10. Under head of Gross Income from all Sources, third line, for 7,642,862.10 read 17,532.862.10.

  P. 10. Under head of Operating Expenses, thirty-fifth line, for 66,549.46 read 650,549.45.

  P. 10. Under head of Operations from Operation, thirty-sixth line, for 5,519.18 resd 4,519.18.

  P. 10. Under he

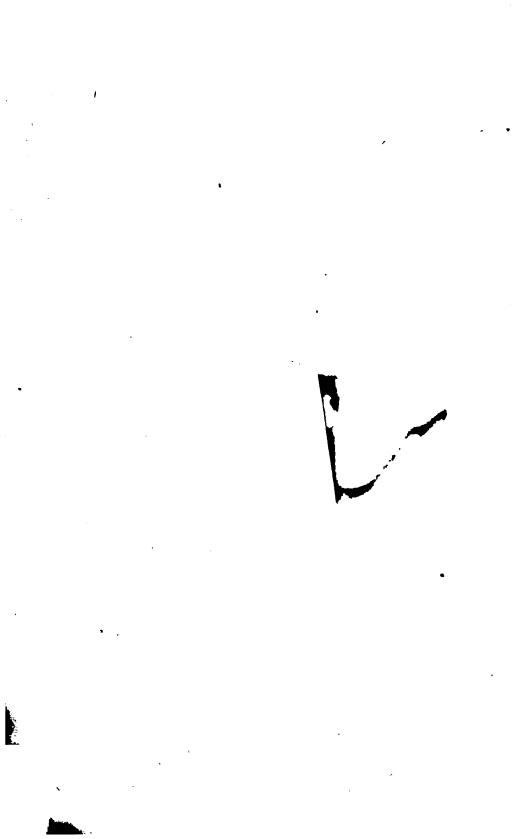
- P. 11. Under head of Gross Income from all Sources column, twenty-sixth line, for 21,805,13 read 12,505,13.
  P. 11. Under head of Operating Expenses, thirt. 22,505,13.
  P. 11. Same head, line 32, for 187,832,95 read 183,422,95.
  P. 11. Same head of Gross Income from all Sources, column, forty-second line, for 101,503,87 and 183,640,25.
  P. 13. Under head of Net Earn, one from all Sources, column, forty-second line, for 101,504,87 rom Operation, first line, for 4,064,63 read 5,044,63.
  P. 13. Under head of Gross Farmings from Operation, for inthe line, for 25,077,35 read 24,077,35.
  P. 15. Under Gross Income from all Sources, sighting for 37,279,12 read 17,271,12.
  P. 16. Under head of Farnials of Leased Lines, third line, to 50,052,052,04 read 683, 23,41.
  P. 16. Under head of Total Deductions, twenty-third line for 19,92,92 read 165,302,92.
  P. 16. Same head, twenty-seventh line, for 96,812,25 read 688,822,41.

- P. 16. Same head, twenty-seventh line, for 96,812.25 read 56,812.55.
  P. 17. Under Net Income from all Sources, twenty-second line first column, for 2,331.62 read 2,331.82.
  P. 17. Under head of Net Income from all Sources, last column, twenty-fourth line, for 18,051.45 read 14,051.45.
  P. 17. Under head of Taxes and Miscellaneous, twenty-ninth line, for 6,883.00 read 6,983.00.
  P. 17. Name head, thirty-seventh line, for 5,908.29 read 4,988.29.
  P. 17. Under head of Rentals from Leased Lines, forty-first line, for 488,193.22 read 448,193.22.
  P. 18. Under head of Interest Due and Accrued, 67th line, for 1,067,987.03 read 1,067,087.03.
  P. 19. Under Total Deductions, seventh line, for 203,551.44 read 260,251.44.

- P. 19. Under Total Deductions, seventh line, for 20,351.44 read 20,251.44. P. 19. Under Interest Due and Accrued, forty-first line, for 79,334.62 read 70,334.62. P. 19. Under head of Net Income from all Sources, in total, for 812,384.655.98 read 812,384,555.98. P. 20. Under head of Taxes and Miscellaneous, third in for 23,789.48 read 333,789.48. P. 21. Under head of Taxes and Miscellaneous, twenty line, for 8,364.57 read 8,045.77. P. 21. Under Interest Due and Accrued, twenty-second for 30,609.08 read 39,600.08.



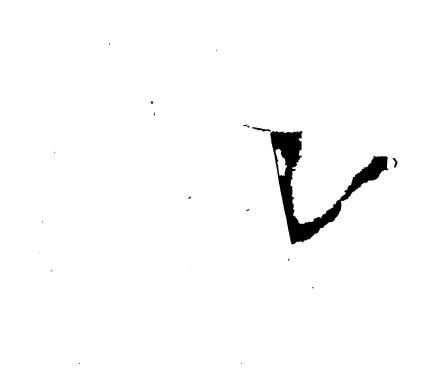
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#### SEVENTH ANNUAL REPORT

OF THE

# Board of Railroad Commissioners

OF THE

#### STATE OF NEW YORK,

For the Fiscal Year Ending September 30, 1889.

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COMMISSIONERS:

WILLIAM E. ROGERS, | ISAAC V. BAKER, Jr.,
MICHAEL RICKARD.

VOLUME II.

ALBANY:

JAMES B. LYON, STATE PRINTER.

1890.

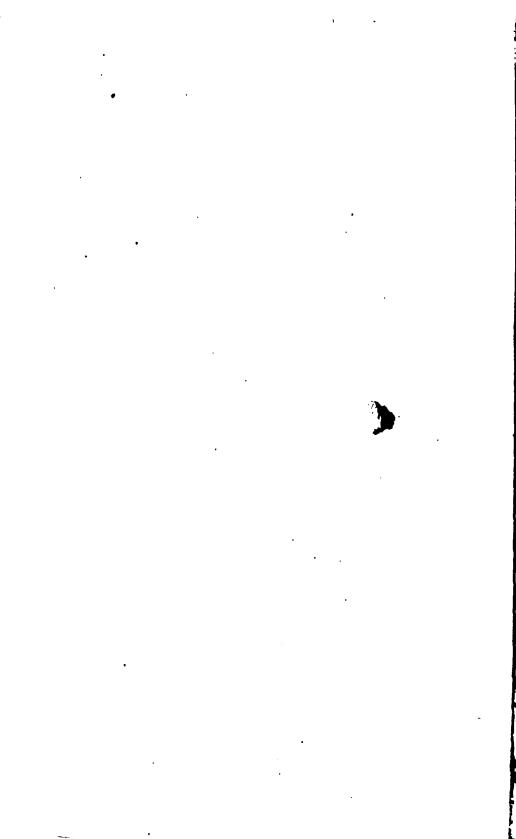
# L1BRARY OF THE LELAND STANFORD JUNIOR UNIVERSITY.

A.463



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## TABULATED STATEMENTS

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## ANNUAL REPORTS.

TABLE

#### ROADS IN OPERATION -

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

	<del> </del>	1888	<u> </u>	
NAME OF ROAD.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sourc's than operation.
Addison and Pennsylvania Adirondack Albany and Susquehanna Bath and Hammondsport Boston and Albany	\$111,803 72 147,721 49 8,389,899 53 20,338 74 8,449,839 74	\$70,647 07 102,585 68 1,920,835 67 11,592 13 5,883,640 66	\$41,156 65 45,135 81 1,469,068 86 8,746 61 2,565,699 08	\$2,400 00 2,441 42 433,324 08
Bradford, Eldred and Cuba Brooklyn, Bath and West End Brooklyn and Brighton Beach Brooklyn and Rockaway Beach . Buffalo Creek	28,056 79 78,618 14 123,167 12 43,551 92 201,856 15	35,650 83 75,621 99 76,845 44 32,780 28 78,177 80	d 7,594 04 2,996 15 46,321 68 10,771 64 128,678 35	6,721 46 60 00
Euffalo, Bochester and Pittsb'gh. Carthage and Adirondack	1,925,533 22 57,221 83 40,788 31 8. 195,870 25	1,486,917 45 87,405 25 81,848 47 144,282 90	488,615 77 19,816 58 9,439 84 51,687 85	81,727 61
Chautauqua Lake Clove Branch Connecting Terminal Cooperstown and Charlotte Vall Cooperstown and Susq. Valley	40,482 54 10,529 58 129,169 16 18,682 64 22,403 96	44,288 88 10,630 49 81,595 74 10,108 21 17,281 39	d 3,806 34 d 100 91 47,578 42 8,574 43 5,122 57	45 00 329 44 8,737 27
Corning, Cowanesque & Antrim. Crown Point Iron Company Delaware, Lack. and Western Dunkirk, Alleg'y Val. and P'gh. Elmira, Cortland and Northern	670,812 04 b 44,840 74 7,366,110 52 204,284 27 484,662 74	520,063 38 25,151 61 3,841,054 73 188,824 97 324,844 69	150,748 66 19,689 13 4,025,055 79 15,459 30 110,308 05	2,081 13
Elmira and Lake Ontario Elmira and Williamsport Fitchburg Fonda, Johnstown and Glov'ville. Geneva, Ithaca and Sayre	1,003,095 67 5,193,320 62 206,510 62	647,927 27 694,840 74 4,020,839 65 111,974 40 419,981 47	21,097 74 808,254 93 1,172,480 97 94,536 22 28,079 59	269,977 38 976 36
Geneva and Sayre Greenwich and Johnsonville Hartford and Connecticut West'n Herkimer, Newport and Poland Island	355,793 00	30,303 19 250,735 35 31,050 89 49,023 13	7,608 81 105,087 65 14,169 06 31,490 09	216 00 2,445 38 2,500 00
Ithaca, Auburn and Western Kaaterskill Lackawanna and Pittsburgh Lake Champlain and Morlah Lake Shore and Mich'n South'n.	e 87,758 63 96,809 48	2,657 68 9,067 91 94,764 80 79,528 87 11,097,392 02	1,902 01 8,360 55 d 7,011 17 17,280 61 7,461,088 08	606 30 802 23 177,186 38
Lebanon Springs Lebigh and Hudson River Long Island Marine Middleburgh and Schoharie	8,870 01	30,100 35 140,813 25 2,189,316 04 11,507 88 7,078 82	566 60 94,689 08 1,213,979 64 1,062 52 1,296 69	192,789 87
Mid'town, Un'ville & Water Gap. Mount McGregor Newburgh, Dutchess and Conn New Jersey and New York New York and Canada	175,187 89 227,989 07 922,900 24	145,330 89 156,831 98	1,867 53 29,807 00 71,607 09 860,090 09	

SURFACE STRAM.

Expenses, Net Earnings, Income from other sources and Gross Income September 30, 1888 and 1889.

	1889.								
Gross income from all sources.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sources than operation.	Gross income from all sources.				
\$43,556 65 47,577 28 1,469,063 86 8,746 61 2,999,023 16	\$77,186 65 146,591 01 3,401,574 37 27,805 15 8,773,178 40	\$84,442 81 131,548 76 1,943,667 39 13,412 90 5,646,824 39	d \$7,256 15 15,042 25 1,457,906 98 14,392 25 3,126,354 01	\$17,802 75 146,909 17	\$10,046 60 15,042 25 1,457,906 98 14,892 25 3,278,263 18				
d 7,594 04 2,996 15 46,321 68 17,493 10 128,738 35	47,762 76 90,125 23 123,620 76 49,878 55 217,073 60	39,189 41 64,717 12 69,559 31 28,379 82 75,936 18	8,578 35 25,408 11 54,061 45 21,498 73 141,187 42	5,225 00 1,170 00	8,573 35 25,408 11 54,061 45 26,728 78 142,307 42				
520,343 38 19,816 58 9,439 84 51,637 36	1,960,683 17 66,251 17 40,748 77 88,449 91 206,086 87	1,340,892 96 42,482 19 24,533 02 35,672 41 128,258 08	619,790 21 23,768 98 16,215 75 2,777 50 77,778 79	. 15,948 79 52 42	635,758 94 23,768 96 16,268 17 2,777 50 77,778 79				
d 8,806 84 d 55 91 47,573 42 8,908 67 13,859 84	47,186 86 8,434 94 139,757 45 41,105 77	40,785 87 8,183 90 56,585 94 24,794 26	6,400 49 251 04 83,171 51 16,311 51	51 00 580 21	6,400 49 802 04 83,171 51 16,891 72				
150,748 66 19,689 13 4,025,055 79 15,459 30 112,339 18	7,331,092 08 222,391 31 430,724 43	502,657 52 3,672,264 90 - 201,288 94 309,565 19	3,658,827 18 21,102 37 121,159 24	1,151 55	165,210 72 3,658,627 18 21,102 87 122,310 79				
21,097 74 308,254 98 1,442,488 35 95,512 58 28,079 59	622,866 33 866,010 80 5,550,306 00 215,740 92	671,711 99 633,734 59 4,271,825 21 110,503 49	d 48,845 66 232,276 21 1,278,479 79 105,287 43	274,535 93 1,360 48	d 48,845 66 232,276 21 1,553,015 72 106,597 91				
7,824 81 107,502 98 14,169 06 38,990 09	45,083 02 41,585 10 323,396 70 42,758 24 85,242 11	48,953 62 28,907 04 264,790 04 30,685 42 56,120 17	d 3,870 A0 12,678 06 58,608 66 12,122 82 29,121 94	98 00 2,176 21 2,507 50	d 3,870 60 12,776 06 60,784 87 12,122 82 31,629 44				
1,902 01 3,360 55 d 6,405 87 18,062 84 7,638,224 46	9,354 21 18,195 53 102,318 33 18,672,484 62	5,907 10 17,550 93 77,079 35 11,634,471 98	8,447 11 d 4,355 40 25,233 98 7,088,012 64	804 21 845,578 72	3,447 11 d 4,355 40 26,038 19 7,883,596 86				
566 60 94,689 08 1,406,719 01 1,052 52 1,296 69	61,028 94 269,597 95 3,477,988 51 11,205 58 8,090 04	56,198 11 168,014 88 2,172,350 70 18,667 41 6,326 69	4,825 83 101,583 07 1,305,687 81 d 7,461 83 1,763 35	96,436 85	4,825 83 101,583 07 1,402,074 66 d 7,461 83 1,768 35				
12,041 58 90,204 03 71,607 09 360,090 09	47,209 67 9,861 81 183,806 20 286,558 65 930,298 55	58,880 89 9,466 64 139,701 95 158,965 68 546,545 90	d 6,671 22 395 17 44,103 25 77,603 02 383,752 65	14,476 35 357 82	7,805 13 395 17 44,461 07 77,603 02 383,752 65				

#### TABLE A-

#### ROADS IN OPERATION -

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

,	•	1888		
NAME OF ROAD.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sourc's than operation.
N. Y. Central and Hudson Biver. N. Y. C., Hud. Riv. & Ft. Orange. New York, Chicago and St. Louis New York Lake Eric & Western. New York and Massachusetts	\$32,990,163 28 2,280 00 5,069,654 57 27,217,989 75 54,523 53	\$28,903,801 49 2,037 20 3,957,875 29 17,620,257 36 46,268 54	\$9,686,351 79 242 80 1,101,779 28 9,597,732 39 8,254 99	\$8,142,767 13 4,521 03 937,840 63 120 00 4
New York and New England New York, New Haven & H'ford. New York and Northern New York, Ontario and Western. New York and Rockaway Beach.	5,268,407 84 9,766,555 00 564,861 36 1,683,697 40 188,284 57	3,511,090 23 6,822,528 17 492,164 66 1,345,218 85 142,706 40	1,757,317 61 2,944,026 83 72,696 70 338,479 05 45,578 17	5,043 17 203,481 31 1,206 00
New York, Rutland & Montreal New York and Sea Beach Northern Adirondack Ogdensburg & Lake Champlain Owasco River	94,615 01	64,186 16 51,053 62 51,286 77 487,679 24 4,064 85	3,943 97 7,928 68 43,378 24 252,062 93 4,614 05	17,781 90 1,201 71 21,840 84
Port Jervis, Monticello & N. York Prospect Park and Coney Island. Rensselaer and Saratoga Rochester and Glen Haven, Rochester, Hornellsville & Lack.	145,121 71 2,440,157 28 8	24,341 62 111,958 42 1,561,603 09	3,980 91 33,168 29 878,554 19	42,082 05 9,545 00
Rochester and Lake Ontario Rome, Watertown & Ogdensburg Saratoga, Mt. McG. & L. George. Schoharie Valley Seneca Falls and Cayuga Lake	9,174 42	15,185 16 1,815,708 37 8,634 17 6,483 15	9,393 73 1,435,471 24 540 25 6,367 52	1,431 49 32,891 06
Bilver Lake	20,721 52 28,974 97 491,942 90 456 22 414,127 84	12,912 19 18,858 97 472,819 95 1,602 79 266,344 50	7,809 \$3 10,121 00 19,122 95 d 1,146 57 147,782 84	228 00 1,291 35 148,889 50
Sterling Mountain	23,397 40 48,657 67 15,861 18 908,084 90 676,196 67	22,412 60 28,091 52 11,334 88 463,889 65 486,291 61	984 80 20,566 15 4,526 80 444,195 25 189,905 06	712 92 14,191 69
Syracuse, Ontario and New York Tioga Tonawanda Valley and Cuba Ulster and Delaware. United States and Canada	114,578 34 344,387 17 17,380 94 359,786 68	134,984 86 208,681 82 18,588 97 266,264 43	d 20,406 52 185,756 85 d 1,158 08 98,522 25	
Utica, Clin. & B. and Rome & C Wallkill Valley Western N. Y. and Pennsylvania.		141,967 88 123,791 48 2,205,432 95	76,895 14 7,710 77 856,132 95	
	\$152,122,705 78	\$101,605,061 79	950,517,648 94	\$5,782,752 57

#### SURFACE STEAM.

Expenses, Net Earnings, Income from other sources and Gross Income September 30, 1888 and 1889.

		•	1889.		
Gross income from all sources.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sources than operation.	Gross income from all sources.
\$12,829,118 92 942 80 1,106,800 31	\$38,125,568 72 2,865 80 4,908,915 08	\$22,406,081 16 2,603 27 3,799,956 49	\$10,719,597 56 262 58 1,108,958 54	\$2,570,667 50 4,058 56	\$13,290,205 00 262 53 1,113,012 10
10,585,573 02 8,374 99	27,004,406 01 67,562 88	17,453,385 02 51,446 43	9,551.020 99 16,116 40	1,076,504 64 126 00	10,627,525 6 16,242 4
1,762,360 78 3,147,508 14 72,696 70 338,479 06 46,783 17	5,563,407 88 10,193,827 39 567,212 62 1,782,327 20 202,629 06	3,718,782 26 7,128,080 26 458,384 67 1,426,639 91 156,235 39	1,844,625 57 8,065,747 13 113,827 96 355,693 29 46,393 66	3,699 20 . 119,526 10 1,791 99	1,848,324 7' 3,185,273 2' 115,619 9- 855,693 2' 47,598 66
3,948 97 25,660 58 44,579 95 278,903 77	54,797 97 99,779 03 681,287 04 7,152 70	53,095 18 52,700 10 448,009 42 4,352 46	1,702 79 47,078 98 288,277 62 2,800 24	28,653 04 3,028 80 45,218 31	30,355 8: 50,107 7: 278,495 9: 2,800 2:
4,614 05 3,980 91 75,245 34 888,099 19	85,342 51 144,099 58 2,427,592 44 10,430 05 22,851 72	38,044 81 116,906 64 1,480,233 19 7,508 23 22,984 21	2,297 70 27,298 89 967,359 25 2,926 82 d 182 49	36,176 99 6,681 50 1,640 71	2,297 76 63,470 8 974,040 71 4,567 53 d 132 44
10,825 22 1,468,962 30 540 25 6,367 52	24,942 25 3,400,825 50 12,969 35	12,934 67 1,960,817 06 6,350 20	12,007 58 1,440,006 44 6,619 15	1,972 92 34,052 66	13,980 5 1,474,061 1 6,619 1
7,809 33 10,349 00 19,122 95 144 78	8,343 32 29,943 18 26,647 54 542,706 22 76 08	3,993 74 13,715 59 16,510 58 451,822 19 74 68	d 650 42 16,227 54 10,136 96 90,886 03 1 45		d 650 45 16,227 5 10,136 \$ 90,886 05
296,622 34 1,697 72 20,566 15 4,526 80	456,768 59 32,658 26 50,449 66 15,930 92	277,938 81 20,707 94 30,308 73 11,491 08 465,806 83	178,829 78 11,945 32 20,140 98 4,439 84 397,853 44	107,679 07 709 70 5,365 28	286,508 8 12,655 0 20,140 9 4,459 8 408,218 7
458,396 94 189,905 06 d 20,406 52 135,755 35 d 1,153 03 93,522 25	963,660 27 649,204 54 108,812 34 307,559 46 16,446 18 340,425 96	494,014 22 102,767 95 184,987 95 19,540 52 227,226 54	6,044 39 122,671 51 d 8,094 34 113,199 42	9,157 38	155,190 32 15,201 77 122,571 51 d 3,094 34 113,199 42
76,896 14 7,710 77 856,182 95	5,171 70 236,558 92 141,892 05 3,396,658 71	10,566 51 154,391 47 100,979 97 2,699,336 60	d 5,394 81 82,167 45 40,912 08 687,322 11	1,001 24	d 5,394 83 82,167 44 41,913 83 687,322 13
256,260,896 51	153,587,208 19	\$101,729,498 88	\$51,895,447 23	\$4,985,649 49	\$56,798,363 8

NAME OF ROAD.

#### TABLE A --

#### ROADS IN OPERATION -

1888.

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

"d" denotes

Income

	ings from operation.	Operating expenses.	ings from operation.	from other sourc's than operation.
Brooklyn. Kings County.	\$765,559 16	\$490,051 42	\$275,507 74	\$2,802 02
Manhattan	163,838 95 8,587,489 45	141,219 37 4,658,190 68	22,619 58 3,929,298 82	86,382 25
Sea ViewSuburban Rapid Transit	14,363 43	9,691 52	4,671 91	14 40
Suburban Rapid Transit	118,857 55	107,986 13	10,871 42	
	\$9,650,108 54	\$5,407,139 07	\$4,242,969 47	\$89,198 67
				SURFACE
Albany	\$154,696 10	\$131,878 79		\$263 25
Amsterdam Atlantic Avenue	5,206 97 551,406 06	4,650 46 489,108 88	556 51 62,297 18	60,909 40
Auburn City	13,942 68	11,924 90	2,017 78	00,505 10
Babylon	554 45	1,385 00	d 830 55	
Binghamton Central	2,499 85	2,100 00	399 85	
Binghamton and Port Dickinson.		11,690 00	1,760 00 65,028 28	9 070 60
Broadway (Brooklyn) Broadway and Seventh Avenue	442,446 59 1,538,499 56	377,418 31 994,449 14	544,050 42	8,078 62 4,200 00
Brook'n, Bushw'k & Queens Co	74,694 73	77,330 09	d 2,635 86	
Brooklyn City Brooklyn City and Newtown	2,444,876 64	1,984,789 44	460,087 20	8,756 60
Brooklyn Crosstown	408,668 80 372,287 40	346,360 75 305,533 87	62,308 05 66,758 53	1,683 15 11,158 78
Buffalo	404.544 61	329,527 45	75.017 16	11,100 10
Buffalo East Side	218,173 68	162,308 25	55,865 43	
Bushwick. Calvary Cem'y, Greenp't & B'klyn Canandaigus. Central City.	i 382,729 49	290,321 66	42,407 88	
Canandaione Greenp to B'klyn	16,865 07 4,896 60	15,732 88 3,854 78	1,182 19 543 82	11,659 97 41 66
Central City.	87,001 15	20,718 26	16,282 89	196 67
Central Crosstown	216,567 26	142,771 77	78,795 49	100 00
Central Park, North & East River	581,933 40	918,289 87	d 386,356 47	58,015 16
Chambers St. & Grand St, Ferry. Christopher and Tenth Street	92,888 00 254,719 45	78,322 58 186,472 83	14,565 47 68,246 62	1,887 00
City (Binghamton)	3,840 52	3,205 29	635 28	
City of Poughkeepsie	18,341 00	16,156 50	2,184 50	522 55
Coney Island and Brooklyn	232,979 16	196,287 39	36,691 77	610 00
Cortland and Homer	11,510 86	8,785 07	2,725 29 d 615 51	225 00
Court Street and East End Dry Dook, East B'dway & Battery	4,152 55 825,399 73	4,772 06 560,162 80	d 615 51 265,227 93	8,217 73
Dunkirk and Fredonia	10,821 49	5,232 51	5,588 98	74 55
Eighth Avenue	622,847 11	499,856 60	122,990 51	14,742 74
Elmira and Horseheads Fifth Ward (Syracuse)	22,021 27 37,063 60	21,495 55 87,419 77	525 72 d 856 17	1,460 11 260 45
Forty-sec'd St. & Grand St. Ferry	349,537 69	237,588 48	d 856 17 111,999 26	22,073 88
Forty-s'nd St., Man. & St. Nic. Av.	397,274 98	804,575 74	92,699 24	850 00
Fourth Ward (Syracuse)	8		3	
Frankfort and IlionFulton and Oswego Falls	3,219 83 3,446 08	3,506 39 4,254 59	d 287 06 d 808 51	
Genesee and Water Street	29.568 08	28,799 51	5.768 57	
Glens Falls, S. Hill & Ft. Edward		18,792 74	2,876 65	488 94

#### ELEVATED STEAM.

Expenses, Net Earnings, Income from other sources and Gross Income September 30, 1888 and 1889.

#### deficiency.

	1889.								
Gross income from all sources.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sources than operation.	Gross income from all sources.				
\$278,300 76 22,619 58 4,015,681 07 4,686 31 10,871 42	\$1,090,326 89 638,605 32 8,985,871 65 14,060 11 166,387 00	\$695,124 02 460,642 85 4,858,708 89 11,747 60 130,897 06	\$395,202 87 177,962 47 4,127,167 76 2,312 51 35,489 94	\$7,669 35 947 64 95,009 00 469 05	\$402,872 22 178,910 11 4,222,176 76 2,781 56 35,489 94				
\$4,882,168 14	\$10,895,250 97	\$6,157,115 42	\$4,788,135 55	\$104,095 04	\$4,842,230 59				

#### STREET.

			_							
	\$23,080 56	\$149,688 72	\$125,996 74		\$23,691		\$348 50		\$24,040	
	556 51	5,682 74	4,548 30		1,139		************		1,139	
	123,206 58	514,598 56	456,136 01	l	58,457		56,637 57	1	115,095	
_	2,017 73	11,164 50	10,351 98	٠.	812		66 15	١.	878	
đ	830 55	344 16	1,082 54	d	. 688	38		đ	688	88-
	399 85	1,965 75	1.819 16	l	146			ł	146	
	1,760 00	14,656 00	10,030 00	1	4,626	00		Ì	4,626	
	68,106 90	338,078 61	292,415 11	f	45,658	50	2,094 98	ļ.	47,758	
	548,250 42	1,583,666 79	1,000,735 45	1	632,931				532,931	
d	2,685 36	69,505 98	78,251 33	d	3,745	35		d	3,745	35
	468,843 80	2,726,460 12	2.141.769 78		584.690	34	33,435 97		618,126	31
	63.941 20	388,064 84	309,469 42	1	78,595	42			78.595	42
	77.912 81	819,544 81	258,079 92	1	61.464		12,797 47	ŀ	74,262	36-
	75.017 16	438,502 78	363,638 46	1	74,864			ļ	74,864	
	55.865 48	252,848 31	195,297 65	ł	57,550	66			57,550	66
				!	•			Ì		
	42,407 88	**********	***********	•••	•••••	::	***********	• • •	• • • • • • • • • • • • • • • • • • • •	::
	12,792 16	13,306 11	12,716 87		589		9,590 35		10,179	ρ¥
	585 48	5,154 59	8,705 51	l	1,449				1,449	
	16,478 56	36,263 96	27,724 34		8,539		541 10		9,080 92,577	
	78,895 49	224,442 13	132,992 94		91,449	IA	1,128 54		92,011	13
đ	283,341 81	702.816 79	541.766 94	1	160.549	85	85,736 50		196,286	35-
_	14,595 47	108,608 91	85,564 89		23,044	02			23,044	
	70,133 62	266,620 30	174,037 17	1	92,588	13	1,896 00		94,479	
	635 23	8,788 01	2,778 62		1,014	89			1,014	
	2,707 06	18,673 16	15,567 54		3,105	62	264 00	!	3,869	62
	87.301 77	234,798 98	188,169 52	}	46.629	46	400 00		47.029	46
	2,960 29	11,297 85	9,524 66	1	1,778		1		1,773	
đ	619 51	8,551 21	6,177 97	1	2,373		1		2,873	
_	278.445 66	769,762 48	555,305 86		214,456		11.525 49		225,982	11
	5,663 58	10,462 48	5,015 00		5,447	48	327 11		5,774	59
	187,783 26	650.432 68	485.854 66		164.578	02	15.160 32		179,738	34
	1,985 83	26,502 61	22,891 44	ĺ	3,611			١.	4,394	
đ	96 72	86,763 48	81,741 19	ļ	5,022		619 58		5,641	
•	184.078 09	898,565 80	246,889 22	l	146,676		3.635 10		150,311	
	93,549 24	432,168 48	838,757 27		93,411		2,025 00		95,436	
	,., <b></b>		· ·		•		-,	l		
		14,499 86	11,541 82	1	2,958				2,968	
d	212 06	8,907 32	2,799 03	١.	1,108	29	76 66		1,184	
d	808 51	8,999 60	4,707 79	đ	708	19	************	d	708	
	5,778 17		18,968 45	1	5,422		142 08	İ	5,564	
	8,365 59	17,111 48	12,544 60	•	4,566	55	l	•	4,566	63

#### TABLE A --

#### ROADS IN OPERATION ---

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

	1888.						
NAME OF ROAD.	Gross earn- ings from operation.	Operating . expenses.	Net earn- ings from operation.	Income from other sourc's than operation.			
Grand Street and Newtown Harlem Bdge., Morris'nia & Ford. Herkimer and Mohawk Houston, West St. & Pav. Ferry. Ithaca	\$147,048 70 175,631 23 5,542 68 234,548 95 4,033 36	\$122,091 78 171,478 23 3,653 40 184,229 03 3,957 80	\$24,956 92 4,158 00 1,889 28 50,819 92 75 56	\$781 29 600 00 46 50 12,291 73			
Jamaics and Brooklyn Jamestown Jerome Park Johnst'n, Glov. and Kingsboro Kingston City	10 198 97	39,881 49 7,687 68 566 40 7,789 00 19,673 30	d 30,718 29 2,440 69 10,237 20 4,719 54 8,611 60	283 25			
Larchmont Lockport Long Island City and Newtown Maple Avenue Mohawk and Ilion	3,884 75 9,574 72 21,510 45 2,405,85 3,852 61	3,085 00 12,154 54 15,123 45 2,890 03 2,641 56	799 75 d 2,579 82 6,387 00 d 484 18 1,211 05	15 00 33 15 			
Mount Vernon and East Chester. New Brighton & Onondaga Valley New Boohelle and Pelham New Rochelle and Pelham New Williamsburgh & Flatbush.	4.348 46 17,660 65 1 7,273 75	10,622 90 3,520 47 19,437 33 11,010 49 230,544 39	d 2,641 06 827 99 d 1,776 68 d 3,736 74 39,399 53	132 <b>3</b> 0 158 00			
New York and Harlem Niagara Falls and Susp. Bridge. Ninth Avenue North and East Greenbush Ogdensburg.	196,634 38 9,986 69	607,138 65 14,763 40 180,504 00 10,503 20 6,098 80	202,358 99 5,384 03 16,130 38 d 516 51 1,103 56	61,189 21 6,326 88 39 00			
Olean Oneida Oneida Street (Utica). Oneonta Oswego	1,277 05 }	5,202 72 4,181 09 817 94 609 67 7,013 39	1,334 28 d 78 69 d 5 98 667 38 543 11	187 00 			
Pelham Park People's (Syracuse) Prospect P'k & Con. Isl., City Div. Prospect Park and Flatbush Rochester Electric	8,462 97 889,524 54 2,769 67 8	4,976 86 84,765 83 4,506 35	3,486 11 4,758 71 d 1,736 68	854 71 1,140 41			
Rochester City and Brighton Rockaway Village Rome	462,208 66 2,389 22 16 648 18	366,405 85 2,823 81 22,078 69 9,216 58 1,331 54	96,802 81 d 434 59 d 5,430 51 d 2,287 07 d 84 14	3,063 30 425 00 107 20 96 27			
Second Avenue	662,096 95	727,452 49 6,861 12 5,749 90 12,604 78 520,334 80	180,615 70 d 218 09 327 37 2,690 91 141,762 15	900 00			
South Brooklyn Central. South Ferry Staten Island Belt Line. Steinway and Hunter's Point. Stillwater and Mechanicville	97,245 27 k 6,711 30 j 19,584 95 106,089 14 5,856 65	77, 975 74 15,085 21 22,377 31 117,241 43 3,841 47	19,269 53 d 8,373 91 d 2,792 36 d 11,152 29 2,015 18	300 00 940 07 580 00 81 60			

SURFACE STREET.

Expenses, Net Earnings, Income from other sources and Gross Income September 30, 1888 and 1889.

			•	1889.		
	oss income from ll sources.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sources than operation.	Gross income from all sources.
	\$25,738 21 4,758 00 1,935 78 62,611 65 75 58	\$146,490 85 169,032 61 5,993 14 231,514 75 5,491 09		\$27,308 07 13,626 17 2,999 24 48,184 11 817 75	\$811 25 779 05 13,225 26	\$28,119 32 14,405 22 2,999 24 61,359 37 817 75
đ	30,718 29 2,728 94 10,237 20 4,719 54 8,611 60	21,809 97 10,399 16 11,476 80 13,661 81 29,810 59	27,281 13 7,858 03 11,503 74 6,483 12 19,770 32	9.540 27	8,785 50 250 50	d 1,685 66 2,791 63 d 26 94 7,168 69 9,540 27
d d	814,75 2,546 67 6,387 00 484 18 1,286 06	24,006 95 1,738 87 5,361 65	3,897 71 12,808 86 15,801 95 3,238 54 2,747 92	d 405 16 d 4,407 47 8,205 00 d 1,499 67 2,613 78	25 81 25 00	d 405 16 d 4,381 66 8,205 00 d 1,499 67 2,638 73
d d	2.641 05 827 99 1.644 38 3,736 74 39,557 53	11,400 46 5,548 50 - 21,510 60 215,972 38	3,625 67 20,931 39	d 1,296 54 1,922 83 579 21 88,540 71		d 1,296 54 1,922 88 579 21 38,540 71
đ	263,548 20 5,384 08 22,457 26 516 51 1,142 56	831,587 47 18,811 46 202,343 94 9,789 86 6,085 25	592,256 18 14,481 18 172,135 68 10,715 12 6,311 84	259,331 29 4,380 28 30,208 26 d 925 76 d 226 59	67,354 53 6,094 00 7 50	306,685 82 4,380 28 36,302 26 d 925 76 d 219 09
đ	1,334 28 58 31 5 98 667 38 575 36	6,799 06 4,466 70 1,478 20 3,601 53 6,229 29	5,179 94 4,176 62 812 00 4,788 68 7,270 95	1',619 12 290 08 666 20 d 1,187 15 d 1,041 66	351 85	1,619 12 290 08 666 20 d 835 30 d 1,041 66
d	4,340 82 5,899 12 1,736 68	8,148 62 24,158 79 132,765 38 2,831 08 14,924 19	4,284 97 19,365 65 122,293 20 3,487 06 7,659 63	3,863 65 4,793 14 10,472 18 655 97 7,264 56	1,068 88	3,968 40 4,793 14 11,541 06 d 655 97 7,264 56
<b>d</b> <b>d</b> <b>d</b>	98,866 11 9 59 5 5,323 31 2,190 80 84 14	470,279 75 1,966 87 15,327 73 7,317 85 1,181 01	392,465 98 1,812 23 16,236 18 9,338 12 977 26	77,813 77 154 64 908 45 d 2,020 27 203 75	12,618 95 166 51 173 46	90,432 72 154 64 d 741 94 d 1,846 81 203 75
đ	132,505 66 218 09 627 37 2,843 10 147,784 07	856,010 80 17,912 32 690,958 45	14,009 94 491,530 86	161,232 79 3,902 38 199,427 59	958 38 217 49 4,370 82	162,191 12 
d d	19,569 58 7,433 84 2,792 36 10,572 29 2,096 78	115,952 81	74,394 48	13,571 14 		18,571 14

#### TABLE A --

ROADS IN OPERATION -

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

	1888.						
NAME OF ROAD.	Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sourc's than operation.			
Syracuse and Geddes	\$29,385 28 25,589 70 1,404,191 20 8	\$18,290 14 15,448 51 979,844 79 22,988 69	\$11,045 09 10,146 19 424,346 41 6,148 81	\$246 58 859 64 57,949 45 50 10			
Troy and Lansingburgh	327,804 97 643,191 85 72,777 86 12,619 37 28,215 23	252,462 78 488,537 16 50,845 83 9,758 73 25,004 01	75,342 19 154,654 69 21,932 03 2,865 64 d 1,788 78				
Washington St., Asylum and Park Watervliet Turnpike and R. R West Side (Buffalo) Woodlawn and Butternut Street. Yonkers.	13,190 47 63,173 77 8	13,895 68 61,008 25 4,043 01 53,778 58	d 705 16 2,165 52 425 90 d 31,148 06	4,573 57 986 55			
	\$17,866,772 45	\$14,538,157 85	\$3,328,614 60	\$386,868 94			

a Not in operation in 1888,
b This company is not incorporated as a railroad company and is excused from
making annual reports.
c Sold under foreclosure and reorganized as Geneva and Sayre.
e But ten miles of the road of this company operated in 1889, and that by the
Rochester, Hornellsville and Lackawanna Railroad Company.
f Reorganization of Saratoga, Mt. McGregor and Lake George, sold under
foreclosure.

#### (Concluded).

SURFACE STREET.

Expenses, Net Earnings, Income from other sources and Gross' Income September 30, 1888 and 1889.

					1889.		
	ss incor from source		Gross earn- ings from operation.	Operating expenses.	Net earn- ings from operation.	Income from other sources than operation.	Gross income from all sources.
	\$11,291 11,006 482,296 6,198	83 86 	\$22,008 08 25,472 45 1,572,861 67 22,140 55 28,648 78	\$17.586 08 16,652 22 1,085,404 32 12,532 84 23,058 44	\$4,421 95 8,820 23 487,457 35 9,607 71 5,590 34	\$3,423 48 965 13 39,105 67 40,49	\$7,845 43 9,785 36 526,563 02 9,607 71 5,680 83
d	90,658 171,105 22,512 2,968 1,663	14 01 64	319,485 99 685,363 45 106,587 20 18,234 49 25,709 25	240,597 71 467,662 62 71,008 93 10,007 14 19,821 79	78,888 28 217,700 83 35,578 27 3,227 35 5,887 46	1,187 76 20,300 29 70 85	80,076 04 238,001 12 35,578 27 3,298 20 5,887 46
d  d	705 6,739 425 30,161	09 90	7,009 64 69,554 94 945 42 18,108 72 23,786 84	4,260 69 68,547 05 54 15 11,490 89 34,257 35	2,748 96 6,007 89 891 27 1,617 83 d 10;471 01	1,179°94 62 50	2,748 95 7,187 83 891 27 1,680 33 d 10,471 01
\$3	,715,488	54	\$18,205,538 36	\$18,847,121 30	\$4,358,412 06	\$868,572 38	\$4,726,984 44

g Defunct. See Lebanon Springs.
h Erroneously tabulated in 1888 as a surface street railroad.
i Leased to and operated by Brooklyn City in 1889.
j No report filed for 1889.
k Leased to Broadway and Seventh Avenue in 1889.

TABLE

ROADS IN OPERATION -

Comparative Statement of Deductions from Gross Income (Interest, September 30,

	1888.				
NAME OF ROAD.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	
Addison and Pennsylvania	4,500 00 5,005 53	\$975,983 19 78,000 00	\$1,522 81 4,728 94 55,483 35 2,886 08 588,315 66	\$30,677 47 9,223 94 1,031,416 54 7,891 61 1,829,215 66	
Bradford, Eldred and Cuba Brooklyn, Bath and West End Brooklyn and Brighton Beach Brooklyn and Rockaway Beach Buffalo Creek	33,867 56 14,667 76 27,183 14 4,914 66 9,808 83		841 30 3,674 62 42,915 86 996 81 17,264 36	34,708 86 18,342 38 70,099 00 5,911 47 27,073 19	
Buffalo, Rochester and Pittsb'gh Carthage and Adirondack	47,995 34 2,871 05	1,400 00 2,700 00 12,000 00		48,206 82 7,351 76	
Chautauqua Lake	25,000 00	8,659 75	6,898 51 566 81 7,596 80 244 12 1,401 29	30,748 51 566 81 32,596 80 8,903 87 8,883 87	
Corning, Cowanesque & Antrim Crown Point Iron Company Delaware, Lack. and Western Dunkirk, Allegheny Val. & P'gh. Elmira, Cortland and Northern	b	150,000 00 2,030,996 00 18,000 00	1	163,299 90 2,204,996 00 9,356 36 138,986 76	
Elmira and Lake Ontario Elmira and Williamsport Fitchburg Fonda, Johnstown & Gloversville Geneva, Ithaca and Sayre	739,103 28 33,120 00	151,500 00 271,980 00	15,318 70 5,248 72 185,065 34 9,061 45 11,909 34	38,900 25 180,676 94 1,196,148 62 42,181 45 98,909 84	
Geneva and Sayre Greenwich and Johnsonville Hartford and Connecticut West'n Herkimer, Newport and Poland. Island	3,000 38		17,191 69	47,440 86	
Ithaca, Auburn and Western Kaaterskill Lackawanna and Pittsburgh Lake Champlain and Moriah Lake Shore and Michigan South.	3,790 59 e 2,285 31	2,666 67 481,872 60	560 00 3,477 03	2,680 41 4,491 17 2,795 31 3,477 03 4,222,644 48	
Lebanon Springs Lehigh and Hudson River Long Island Marine Middleburgh and Schoharie	88,605 27 344,497 73 270 00	385,092 88	406 12 6,396 89 96,382 32 1,024 59 366 51	1,024 59 636 51	
Middlet'n, Unionv'e & Water Gap Mount McGregor Newburgh, Dutchess and Conn. New Jersey and New York New York and Canada.			5,326 61 39,745 19 29,882 58	28,915 13 16,726 61 75,893 49 266,464 98	

B. Surface Steam.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1888 and 1889.

	1889.								
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	Net income from all sources.				
\$12,879 18 38,353 29 487,647 32 855 00 1,669,807 50	\$32,480 09 5,821 87 1,833 88 751,238 83	\$982,733 78 \$58,500 00	\$1,062 24 5,410 67 108,160 37 718 93 558,911 04	\$33,542 33 11,232 54 1,090,894 15 2,552 26 1,368,644 37	d \$23,496 7 3,809 7 367,012 8 11,839 9 1,904,618 8				
42,302 90 15,346 23 23,777 32 11,581 63 101,665 16	34,200 85 19,741 74 34,504 83 4,968 39 16,875 00		1,291 19 2,873 25 55,478 23 975 42 12,901 27	85,491 54 22,614 99 89,983 06 5,943 81 29,776 27	d 26,918 1 2,793 1 d 85,921 6 20,779 9 112,531 1				
1 10,992 72 1 28,390 24 2,088 08 35,996 30	442,444 02 51,657 48 2,500 00 12,500 00	2,700 00 7,066 67 12,001 00	182,549 71 6,861 86 2,607 26 399 82 1,350 67	624,993 78 58,519 34 7,807 26 19,966 49 13,351 67	d 34,750 8 8,460 9 d 17,188 9 64,427 1				
34,554 85 622 72 14,976 62 5,026 97	26,850 00 25,000 00 2,132 41	13,703 98	7,383 28 592 98 8,104 14 1,055 38	31,233 28 592 98 33,104 14 16,891 72	d 24,832 7 d 290 6 50,067 3				
1 12,551 24 19,689 13 1,820,059 79 6,102 94 1 26,647 58	76,969 25	150,000 00 2,030,996 00 18,000 00	11,501 42 168,714 53 10,094 27 21,021 29	161,501 42 2,199,710 58 10,094 27 115,980 54	3,709 8 1,459,116 6 11,008 1 6,330 2				
1 17,802 51 127,577 99 246,309 73 58,331 13 70,829 75	777,167 12 33,065 00	151,500 00 271,980 00	42,417 35 25,764 47 171,753 98 9,311 98	42,417 85 177,264 47 1,220,901 10 42,366 98	d 91,263 6 55,011 7 382,114 6 64,230 9				
6,887 51 60,062 12 9,036 73 2,358 39	27,866 66 8,813 79 24,000 00		977 72 968 74 21,486 18 1,519 00 6,094 83	977 72 968 74 49,352 84 5,332 79 80,094 83	d 4,848 8 11,807 8 11,432 0 6,790 0 1,534 6				
d 778 40 d 1,130 62 d 9,201 18 14,605 81 8,415,579 98	4,123 10 3,254,790 00	2,666 67 	324 64 655 47 3,446 51 482,223 25	2,991 81 4,778 57 8,446 51 4,236,818 54	455 8 d 9,133 9 22,591 6 3,146,767 8				
160 48 313 08 580,746 08 27 98 660 18	88,096 34 438,064 71 1,080 00	254,024 07	527 06 6,563 71 105,518 36 862 26 426 67	527 06 94,660 05 797,607 14 862 26 1,606 67	4,298 7 6,923 0 604,467 5 d 8,324 0 d 256 6				
d 16,878 60 18,477 42 d 8,786 40 93,625 11	20,000 00 1,216 66 11,400 00 29,000 04	11,400 00 236,824 80	1,725 44 908 46 6,049 15 40,810 39 53,199 50	2,125 12 17,449 15 81,210 43	d 13,920 8 d 1,729 8 27,011 9 d 8,607 4				

#### TABLE B-

Roads in Operation -

Comparative Statement of Deductions from Gross Income (Interest, September 30,

	1888.			
NAME OF ROAD.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
New York Central and Hud. Riv. N. Y. C., Hud. Riv. & Ft. Orange. New York, Chicago and St. Louis New York, Lake Erie & Western. New York and Massachusetts	<b></b>	\$4,072,542 55 3,608,230 42	\$1,534,875 04 36 46 198,178 54 1,051,988 47 8,150 18	\$9,154,000 37 36 46 998,178 54 9,796,730 50 8,150 18
New York and New England New York, New Haven & Harti'd New York and Northern New York, Ontario and Western. New York and Rockaway Beach.	999,238 07 80,000 00 60,000 00 201,558 46 41,204 17	404,096 71 939,534 82	188,159 85 494,254 12 21,000 00 83,000 00 1,821 19	1,591,494 13 1,513,788 94 81,000 00 284,558 46 43,025 36
New York, Rutland and Montr'i. New York and Sea Beach Northern Adirondack Ogdensburg and Lake Champ'n Owasco River	232,019 92 1,007 46		3,025 30 841 47 67,163 47 30,293 27 373 23	3,025 30 16,665 58 67,163 47 262,313 19 1,380 69
Port Jervis, Monticello and N. Y. Prospect Park and Coney Island. Rensselaer and Saratoga. Rochester and Glen Haven Roch., Hornellsville and Lack	8	10,000 00 963,788 63	3,028 84 4,044 47 100,667 71	12,028 84 68,438 92 1,064,456 24
Rochester and Lake Ontario Rome, Watertown & Ogdensb'g. Saratoga, Mt. McG.and L.George Schoharle Valley Seneca Falls and Cayuga Lake	537,814 03 2,400 00 h	846,827 29	1,320 84 130,616 06 1,034 61 417 54	1,320 34 1,014,757 38 1,034 61 2,817 54
Silver Lake Skaneateles Southern Central Southfield Branch Staten Island Rapid Transit	4,080 00 2,016 00 188,761 05 162,829 39	10,500 U0 80,600 00	1,078 57 831 00 20,726 15 47 01 28,013 45	5,158 57 2,847 00 219,987 20 47 01 271,442 84
Sterling Mountain Stony Clove and Catskill Mount. Syracuse and Baldwinsville Syracuse, Binghamton and N. Y. Syracuse, Geneva and Corning	15,136 00 10,620 35 7,200 00 137,620 00	225,398 88	947 78 1,716 04 800 00 37,293 78 7,877 81	16,083 78 12,336 39 8,000 00 174,918 78 233,276 69
Syracuse, Ontario and New York Tioga Tonawanda Valley and Cuba Ulster and Delaware United States and Canada	85,164 05	14,794 00 8,000 00	4,912 01 5,949 62 22,700 93	58,912 01 71,218 62 60,864 98
Uti , Clin, & Bing, & R'me & Clin. Wallkill Valley Western New York and Pennsyl.	17,500 00 377,341 62	72,152 77 60,665 48	8,400 00 7,160 70 96,007 13 *\$5,252,224 10 903,726 51	80,552 77 24,660 70 534,014 28
	\$18,908,535 37	\$15,650,170 07		\$40,714,656 <b>0</b> 5

<sup>•</sup> Taxes.

#### SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1888 and 1889.

	1889.								
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	Net income from all sources.				
\$8,675,118 55 206 34 108,121 77 738,842 52 224 81	\$3,612,749 21 789,840 00 5,123,539 60	\$4,046,742 55 3,618,704 56	\$1,513,061 56 84 21 189,082 35 1,110,505 02 8,733 50	\$9,172,573 32 84 21 978,922 35 9,852,749 18 8,783 50	\$4,117,631 74 228 32 134,089 75 774,776 45 7,508 90				
170,866 65 1,633,719 20 d 8,303 30 53,920 59 8,757 81	1,013,133 17 101,513 86 60,000 00 206,224 58 40,374 50	280,384 87 958,359 50 2,184 59	354,528 11 492,330 55 21,300 00 82,809 74 2,447 35	1,648,046 15 1,552,203 91 81,300 00 293,168 91 42,821 85	200,278 62 1,633,069 32 34,319 94 62,524 38 4,776 81				
918 67 8,995 00 d 22,583 52 11,590 58 3,233 36	16,660 20 285,810 16 802 36	16,394 63	2,887 09 24,776 27 33,459 80 513 51	19,547 29 41,170 90 268,769 46 1,315 87	10,808 54 8,936 88 9,726 47 1,484 37				
d 8,047 93 6,806 42 d 176,357 05	17,380 00 59,932 97 2,100 00	10,000 00 903,841 50	3,110 42 2,406 21 156,774 10 311 98 65 40	1,315 87 20,440 42 72,339 18 1,060,615 60 2,411 98 65 40	d 18,142 72 d 8,868 80 d 86,574 86 2,155 55 d 197 89				
9,504 88 453,604 72 494 36 3,549 98	619,476 64 2,400 00 2,400 00	291,386 64	1,622 98 126,562 98 410 87 505 19	1,622 98 1,037,406 26 2,810 87 2,905 19	12,357 52 436,654 84 3,808 28 d 8,555 61				
2,650 76 7,502 00 d 200,864 25 97 77 25,179 50	6,981 10 2,050 00 190,394 10 185,886 54	80,600 60	840 88 946 51 18,380 53 39 25 24,800 00	7,821 43 2,996 51 208,724 63 39 25 291,286 54	8,406 11 7,140 45 d 117,838 60 d 87 80 d 4,777 69				
d 14,386 06 8,229 76 d 3,473 20 283,473 16 d 43,371 63	4,748 24 10,500 00 9,600 00 187,620 00	216,401 51	609 95 1,993 71 838 98 43,564 37 10,118 03	5,358 19 12,493 71 10,438 98 181,184 37 226,519 54	7,296 88 7,647 22 d 5,999 14 222,034 85 d 71,329 22				
d 79,818 53 64,536 78 d 1,158 03 32,667 27	57,250 00 50,475 00 85,416 56 3,714 20	14,794 00 2,750 00	4,714 04 4,265 21 20,925 33	61,964 04 69,534 21 59,091 89 3,714 20	d 46,762 27 53,037 30 d 3,094 84 54,107 53 d 9,109 01				
d 8,657 63 d 16,949 93 322,118 72	18,158 74 505,483 04	75,000 00	8,400 00 5,396 31 155,865 41 *\$5,269,481 86 1,313,979 18	83,400 00 28,550 05 661.348 45	d 1,292 55 18,363 27 25,973 66				
\$15,535,740 48	\$19,376,435 28	\$15,221,376 56	\$6,583,460 99	\$41,181,272 83	\$15,612,090 97				

<sup>\*</sup> Taxes.

TABLE B-

ROADS IN OPERATION -

Comparative Statement of Deductions from Gross Income (Interest, September 30,

	1888.					
NAME OF BOAD.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.		
Brooklyn Kings County Maphattan Sea View Buburban Rapid Transit.	\$253,780 83 32,022 00 1,534,080 00 	\$16,500 00 20,000 00 	\$6,825 72 542,859 38 946 67 4,857 32 \$554,989 09	\$276,606 55 \$2,022 00 2,096,939 38 946 67 4,857 32 \$2,411,371 92		
	* Taxes					
				SURFACE		
Albany Amsterdam Atiantic Avenue Auburn City Babylon	58,987 55	\$900 00	\$4,344 22 23,542 77 222 43	\$11,316 06 900 00 77,580 32 222 43		
Binghamton Central Binghamton and Port Dickinson Broadway (Brooklyn) Broadway and Seventh Avenue Brooklyn, Bushw'k & Queens Co.	23,500 00 113,896 25	8,300 00 214,586 25	163 52 16,763 81 63,496 63 1,708 52	168 52 3,300 00 40,263 81 391,978 13 16,708 52		
Brooklyn City Brooklyn City and Newtown Brooklyn Crosstown Broaklyn Crosstown Buffalo Buffalo Buffalo	41,589 72 70,885 57 33,983 34 57,105 71 44,871 60		101,406 35 11,542 45 9,497 70 8,628 83 6,686 30	142,996 07 82,428 02 43,481 04 65,734 54 51,557 90		
Bushwick	1,200 00	•••••••••••••••••••••••••••••••••••••••	15,692 42 619 83 97 92 1,520 44 20,742 18	41,602 42 12,619 83 1,297 92 1,520 44 35,742 13		
Central Park, North & East River Chambers St. & Grand St. Ferry. Christopher and Tenth Street City (Binghamton). City of Poughkeepsie	10,457 61 41 05	5,200 00	33,982 15 5,414 00 19,708 16 102 37 729 18	117,982 15 5,414 00 35,365 77 143 42 1,004 18		
Coney Island and Brooklyn Cortland and Homer Court Street and East End Dry Dock, East B'way & Battery. Dunkirk and Fredonia		***************************************	8,995 26 424 38 51,780 69 696 85	23,995 26 434 38 182,580 69 717 35		
Eighth Avenue Elmira and Horseheads Fifth Ward (Syracuse). Forty-se'd St. & Grand St. Ferry Forty-s'nd St., Man. & St. Nic. Av.	1,415 72 24,982 66		87,895 02 513 55 666 77 83,877 01 36,161 95	97,895 02 2,013 55 2,082 49 58,859 67 113,311 96		
Fourth Ward (Syracuse)	1.742 50		148 01 122 87 698 07 696 41	148 01 1,022 87 2,440 57 1,896 41		
Grand Street and Newtown			4,779 97	15,180 36		

#### ELEVATED STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1888 and 1869.

			1889.		
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	Net income from all sources.
\$1,703 21 9,402 42 1,918,741 69 3,739 64 6,014 10	\$272,802 63 151,864 02 1,534,080 00	\$188,300 00 4,609 61 20,000 00	\$7,621 74 1,182 33 563,690 58 692 40 13,993 15	\$418,724 37 157,655 96 2,117,770 58 692 40 13,393 15	d \$15,852 15 21,254 15 2,104,406 18 2,089 16 22,096 79
\$1,920,796 22	\$1,958,746 65	\$162,909 61	*\$586,580 20	\$2,708,236 46	\$2,133,994 13
Street.		* Ta	<b>X08.</b>	·	
\$11,764 50 d 343 49 45,676 26 1,796 30 d 830 55	\$8,584 99 56,674 59 1,545 00	\$1,000 00	\$4,998 51 22,368 21 232 18	\$13,583 50 1,000 00 79,042 80 1,777 13	\$10,456 98 139 44 36,052 32 d 898 41 d 688 38
236 33 d 1,540 00 27,843 09 156,272 29 d 19,348 88	19,000 00 111,172 26 15,000 00	3,300 00 187,222 88	146 59 14,991 53 63,703 67 1,558 12	146 59 3,300 00 33,991 53 362,098 81 16,558 12	1,826 00 13,761 95 170,832 53 d 20,303 47
320,847 73 18,486 82 34,431 27 9,282 62 4,307 53	68,003 44 70,278 76 10,482 41 61,945 29 47,389 93	64,050 69	98,087 57 10,557 28 8,803 30 8,457 72 8,312 33	230,141 70 80,836 04 19,285 71 70,403 01 55,702 26	387,984 61 2,240 62 54,976 65 4,461 31 1,848 40
805 41 172 33 d 712 44 14,958 12 38,153 36	12,000 00 1,200 00 15,000 00		734 68 195 18 1,555 86 21,399 30	12,734 68 1,895 18 1,555 86 86,399 30	d 2,555 09 53 90 7,524 86 56,178 43
d 401,823 46 9,181 47 84,767 85 491 81 1,702 87	84,000 00 11,480 44 200 09	5,200 00	83,616 99 5,995 94 20,063 73 122 20 837 70	167,616 99 5,995 94 36,724 17 122 20 1,037 70	28,669 36 17,048 08 87,754 96 892 19 2,331 92
13,306 61 2,515 91 619 51 90,864 97 4,946 18	15,000 00 130,800 00 42 00		8,121 80 433 28 75 17 87,844 09 781 82	23,121 80 433 28 75 17 168,644 09 823 82	23,907 66 1,399 91 2,298 07 57,338 02 4,950 77
39,838 23 d 27 72 d 2,178 21 75,213 42 d 19,762 72	60,000 00 1,500 00 1,178 80 16,520 00 77,150 00		88,078 62 687 58 599 53 83,844 63 31,999 62	98,078 62 2,197 58 1,778 33 50,864 63 109,149 62	81,659 72 2,207 00 3,868 54 99,946 55 d 18,718 46
d 360 07 d 1,831 38 3,332 60 1,469 18	1,566 68 900 00 \$\psi\$ 473 00 1,440 00		190 95 208 09 83 84 543 70 643 94	1,757 63 208 09 983 84 1,016 70 2,083 94	1,200 41 976 86 d 1,691 53 4,547 89 2,482 89
10,557 83		l	5,184 41	15,585 72	12,588 60

#### TABLE B-

ROADS IN OPERATION -

Comparative Statement of Deductions from Gross Income (Interest, September 30,

	1888.					
NAME OF ROAD.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.		
Harl'm B'dge, Mor'nia and F'dm. Herkimer and Mohawk Houston, West St. and Pav. Ferry Ithaca Jamaica and Brooklyn	\$4,912 36 34,720 00 720 00		\$10,917 36 349 25 7,414 25 39 85	\$15,829 72 849 25 42,184 25 759 85		
Jamestown Jerome Park Johnstown. Gi'v'lle & Kingsboro. Kingston City Larchmont	2,040 00	\$4,000 00	443 32 58 84 864 16 132 00	1,943 32 6,058 34 4,000 00 2,904 16 182 00		
Lockport. Long Island City and Newtown. Maple Avenue. Mohawk and Illon Mount Vernon and East Chester.	1,250 00 6,000 00 		35 42 200 00 250 61 240 65	1,285 42 6,200 00 250 61 240 65 823 60		
New Brighton and Onondaga Val. New burgh New Rochelle and Pelham New Williamsburgh and Flatb'h. New York and Harlem	j	7,500 <b>0</b> 0	81 11 279 91 8,721 39 25,338 70	961 61 7,143 24 30,221 39 25,338 70		
Niagara Falls and Susp. Bridge. Ninth Avenue North and East Greenbush Ogdensburg. Olean	1,235 50		744 68 22,267 38 157 04 156 37 260 80	744 68 22,267 38 1,392 54 156 37 260 80		
Oneida Oneida Street (Utica) Oneonta Oawego Pelham Park			171 58 16 72 384 17 49 87	297 05 16 72 609 17 1,886 20		
People's (Syracuse). Prosp't P'k & Coney Is., City Div. Prospect Park and Flatbush Rochester Electric. Rochester City and Brighton	3	21,000 00	4,479 59 197 48 14,074 43	26,182 35 1,286 81 55,479 48		
Rockaway Village Rome Schenectady. Sea Cliff Inclined Cable. Second Avenue	1,250 00 7,385 66 1,901 47 60 00 87,606 88		149 14 196 22 52 47 40,589 63	1,250 00 7,534 80 2,097 69 112 47 128,196 51		
Seneca Falls and Cayuga Lake Seneca Falls and Waterloo Seventh Ward (Syracuse) Sixth Avenue South Brooklyn Central	1 1.500 00 1	800 00	125 49 216 36 281 92 49,000 00 3,875 98	2,825 49 3,366 36 1,781 92 84,000 00 21,800 98		
South Ferry Staten Island Belt Line Steinway and Hunter's Point Stillwater and Mechanicville Syracuse and Geddes	k 11,200 00 j21,196 88 1,118 00 2,365 00	1,251 90	325 86 148 10 2,306 40 209 07 605 29	11.525 86 148 10 24,755 18 1,327 67 2,970 29		
Syracuse and Onondaga Third Avenue	230,595 51		1,186 56 81,293 72	1,186 56 311,889 28		

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1888 and 1889.

				1889.		
	et income from l sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	Net income from all sources.
d d d	\$11,071 72 1,586 53 20,477 40 684 29 \$0,718 29	\$4,270 00 . 34,475 00 1,200 00		\$9,477 60 840 10 8,961 21 122 80 869 54	\$13,747 60 340 10 43,436 21 1,322 80 869 56	\$657 63 2,659 14 17,923 16 d 505 05 d 2,555 22
	780 62 4,178 86 719 54 5,707 44 682 75	1,500 00 6,000 00 2,040 00	\$4,000 00	892 85 1,550 11 943 59- 187 78	1,892 85 7,550 11 4,000 00 2,983 59 187 77	898 78 d 7,577 00 3,168 66 6,566 66 d 599, 98
d d d	3,892 09 187 00 734 79 1,045 40 3,464 65	1,250 00 6,000 00		45 00 200 00 287 71 281 42	1,295 00 6,200 00 287 71 281 42	d 5,676 66 2,005 00 d 1,787 36 2,357 81 d 1,296 54
d d d	83 62 8,787 62 8,786 74 9,336 14 238,209 50	664 53 6,243 67 11,666 67	6,250 00	96 58 454 71 7.843 07 27,088 06	1,261 11 6,698 38 25,759 74 27,088 06	661 72 d 6,119 17 : 7,780 97 279,597 76
đ	4,639 35 189 88 1,909 06 986 19 1,078 48	1,234 50 88 60	***************************************	601 97 25,767 66 280 51 170 13 128 23	691 97 25,767 66 1,465 01 170 13 166 83	3,638 81 10,534 66 d 2,390 77 d 389 22 1,452 26
đ đ	238 74 22 70 667 38 33 81 2,454 62	126 52 418 75 2,208 00	••••••	201 33 33 76 58 47 283 89 220 41	327 85 33 76 58 47 702 64 2,428 41	d 67 77 632 44 d 893 77 d 1,744 30 1,539 95
d d	20,283 23 3,023 49 48,386 68	250 00 1,170 00 48,490 00	21,000 00	30 00 7,287 42 114 19 15,131 05	30 00 28,537 42 1,284 19 58,621 05	4,763 14 d 16,996 36 d 1,940 16 7,264 56 81,811 67
d d d d	1,259 59 12,858 11 4,288 49 196 61 4,309 15	1,250 00 7,350 92 2,317 30 60 00 85,178 98		267 58 174 00 86 40 52,310 30	1,250 00 7,618 50 2,491 39 146 40 187,489 23	d 1,095 36 d 8,360 44 d 4,338 26 57 85 24,701 89
d d	3,043 58 2,738 99 1,061 18 63,784 07 2,231 45	1,500 00 35,000 00 17,925 00	••••••	384 59 46,000 00 3,690 03	1,884 59 81,000 00 21,615 03	2,235 26 122,798 41 d 8,043 89
d d d	18,959 70 2,940 46 35,327 47 769 71 8,321 38	22,631 97 1,140 00 2,366 10	1,751 92	2,223 01 268 33 866 60	26,606 90 1,408 33 8,232 70	d 25,459 22 581 16 4,612 78
	9,869 27 170,406 63	226,245 65	••••••	1,531 71 72,820 81	1,531 71 299,066 46	8,253 66 227,496 56

#### TABLE B-

ROADS IN OPERATION -

Comparative Statement of Deductions from Gross Income (Interest, September 30,

"d" denotes

	1988.				
NAME OF ROAD.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	
Third Ward (Syracuse)	\$2,380 00 17,406 68	\$6,350 00 62,500 00 11,250 00	\$756 34 7,699 13 53,781 39 816 95	\$3,136 84 31,455 81 151,177 91 18,191 95	
Utica and Mohawk	904 40 750 00 1,449 90 8,784 28		117 76 555 50 611 21 2,693 99	1,022 16 1,306 50 2,061 11 11,428 22	
Woodlawn and Butternut Street. Yonkers	143 00 925 00		60 75 1,021 31	203 75 1,946 31	
			*\$812,034 31 58,945 55		
	\$1,560,086 40	\$338,488 15	\$870,979 86	\$2,769,554 41	

<sup>\*</sup> Taxes.

[For foot notes marked on this table see Table A, corresponding notes.]

(Concluded).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1888 and 1889.

				1889.		
Net income from all sources.		Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.	Net income from all sources.
	\$3,057 07 49,203 05 19,927 23 4,320 06	\$3,870 00 3,048 88 16,956 58 37,372 01 8,333 33	\$6,350 00 62,500 00 15,000 00	\$1 82 768 25 7,539 10 53,749 32 1,563 11	\$3,871 82 3,817 13 30,845 68 153,621 33 24,896 44	\$5,735 89 1,813 70 49,230 36 84,379 79 10,681 83
₫ ₫ 	1,946 48 2,969 28 2,766 27 4,689 13	928 10 1,500 00 1,472 92 13,707 37 155 00		201 25 1,231 76 232 32 3,304 39 340 35	1,129 35 2,731 76 1,704 54 17,011 76 496 35	2,168 85 3,155 70 1,064 41 d 9,823 93 395 92
d	222 15 32,107 82	1,421 44 925 00		49 49 25 81	1,470 98 950 81	209 40 d 11,421 82
			İ	*\$836,302 32 58,828 37		
-	\$945,929 13	\$1,527,860 94	\$378,125 49	\$895,130 69	\$2,801,117 12	\$1,925,867 82

<sup>\*</sup> Taxes.

TABLE

ROADS IN OPERATION—

Comparative Statement of Payments from Net Income (Dividends, etc.),

	1888.					
NAME OF ROAD.	DIVIDENDS DE- CLARED.		Miscella- neous.	Total payments.	Surplus.	
	Rate.	Amount.	neous.	payments.		
Addison and Pennsylvania.	.				\$12,879 18	
Adirondack		•••••	•••••		88,853 26 437,647 32	
Bath and Hammondanort					855 0	
Bath and Hammondsport Boston and Albany		1		\$1,600,000 00	69,807 6	
Bradford, Eldred and Cuba. Brooklyn, Bath & West End Brooklyn and Brighton B'ch Brooklyn & Rockaway B'ch.	.			••••		
Brooklyn, Bath & West End Brooklyn and Brighton Book				•••••	• • • • • • • • • • • • • • • • • • • •	
Brooklyn & Rockaway B'ch					11,581 6	
Buffalo Creek	.				101,665 10	
Buffalo, Rochester & Pittsb'	z				 	
(!arthage and Adirondack	1 .		••••		6 666 6	
Cent'l V Engl'd & West's	:				2,088 0	
Catskill Mountain Cent'l N. Engl'd & West'n Chateaugay			••••		35,996 3	
Chantanana Laka	i*	<b>\</b>				
Clove Branch	.		·····		í <u></u>	
Connecting Terminal	. 6	1,200 00		1,200 00	18,776 6	
Clove Branch		•••••			5,025 9	
					' 	
Crown Point Iron Co	Ы		•••••		19,689 1	
Delaware, Lack. and West.		•••••	••••		1,820,059 7 6,102 9	
Corn'g, Cowanes'e & Antrim Crown Point Iron Co Delaware, Lack. and West. Dunkirk, Alleg'y Val. & Pitu Elmira, Cortland and North					0,102 9	
Fimire and Lake Onterla	ŀ					
Kimira and Williamanort	1	}	***********		127,577 9	
Mitchburg	: 1:::	261,885 60 80,000 00		261,835 60 30,000 00	23,331 1	
Fitchburg. Fonda, Johnst'wn & Glo'vill Geneva, Ithaca and Sayre	c	80,000 00	••••••	30,000 00	23,331 1	
Geneva and Sayre Greenwich and Johnsonvill H'ford and Conn'cticut West Herk., Newportand Poland.					 	
Greenwich and Johnsonville	7%	8,850 00	••••	8,850 00		
H'ford and Conn'eticut West		396 00 5,094 00		396 00 5,094 00	59,666 1 8,942 7	
lsland		0,094.00	•••••	5,094.00	2,358 3	
Ithaca, Auburn & Western .			*********			
7 4 ludii	1					
Lackaw'na and Pittsb'gh	e,					
naaterskii Lackaw'na and Pittsb'gh Lake Champlain and Morial Lake Shore and Mich. South	1 10	20,600 00 2,032,010 00		20,000 00 2,032,010 00	1,383,569 9	
					160 4	
Lehigh and Hudson River						
Long Island	. 4	400,000 00		400,000 00	180,746 0	
Lebanon Springs Lehigh and Hudson River Long Island Marine Middleburgh and Schoharie	:::::	•••••••			27 95 660 18	
Middletown Un & Water Gar						
Mount McGregor	1					
Newburgh, Dutchess & Coni	ı	•••••	•••••		13,477 4	
Mount McGregor	:::::				93,625 1	
New York Cent. and Hud. R New York Cent., H.R. & Ft. O	1	1		8,577,132 00		
Tan talk your trib Lat.	٠, -	3,511,132 00	•••••	3,011,132 00	206 3	

O.
Surface Steam.
and Surplus or Deficiency for years ending September 30, 1888 and 1889.

	1889.							
Deficiency.	Dr	DIVIDENDS DE- CLARED.	Miscella-	Total	Surplus.	Deficiency.		
Denoisie;	Rate.	Amount.	neous.	payments.	Surprus.	Donoicucy.		
					\$3,809 71	\$23,495 7		
•••••	• • • • •	*************	• • • • • • • • • • • • • • • • • • • •		367,012 83			
	8	\$1,600,000 00	\$7,500 00	\$7,500 00 1,600,000 00	4,339 99 304,618 81			
\$42,302 90 15,346 23 23,777 32						26,918 1		
15,346 23	::::	•••••		•••••	2,798 12	35,921 6		
20,111 02					20,779 92	4		
•••••	50	125,000 00		125,000 00	20,110 02	12,468 8		
10,992 72					10,765 21	84,750 8		
28,390 24	• • • • •	•••••			8,460 91	84,750 8		
•••••		************			0,200 91	17,188 9		
		•••••			64,427 12			
34,554 85		••••••				24,882 7		
622 72		1 000 00			40 007 07	290 1		
••••	6	1,200 00		1,200 00	48,867 37			
		*************						
				1				
12,551 24	•••••	• • • • • • • • • • • • • • • • • • • •	•••••	•••••	3,709 30			
***************************************			• • • • • • • • • • • • • • • • • • • •	•••••	1,459,116 65			
		*************			11,008 10			
26,647 58		•••••			6,330 25			
17,802 51						91,263		
15,525 87	• • • • •	• • • • • • • • • • • • • • • • • • • •			55,011 74	••••••		
	10	. 30,000 00	•••••	80,090 00	832,114 62 84,230 93			
70,829 75	•	. 20,000 00	***************************************	30,000 00	02,200 50			
•••••						4,848 8		
1,962 49	81/2	10,030 00	• • • • • • • • • • • • • • • • • • • •	10,080 00	1,777 32			
•••••	iЖ	126 00 2,547 00	•••••	126 00 2,547 00	11,306 03 4,243 03			
•••••	1.75	2,547 00		2,547 00	1,534 61			
778 40					455 80	1		
1,130 62						9,188		
9,201 18								
5,894 19	10	20,000 00		20,000 00	2,591 68			
•••••		2,526,675 00	•	2,526,675 00	620,092 82	••••••		
813 08	••••	••••			4,298 77 6,923 02			
919 00	••••	440,000 00	*****	440,000 00	164,467 52			
••••••		#XU,000 00		***************************************		8,324 0		
		***************************************	*************		256 68			
16,873 60						18,920 8 1,729 9		
••••••		••••	•••••	•••••	27,011 92	1,729 9		
3,786 40	• • • •	•••••	•••••	•••••	27,011 92	8,607 4		
0,100 10	:	•••••	•••••		93,728 35	0,007 1		
•••••	436	4,024,278 50		4,024,273 50	93,358 24	·		
		=,021,210 00		2,022,210 00	228 32			

ROADS IN OPERATION --

TABLE C-

# Comparative Statement of Payments from Net Income (Dividends, etc.),

			1888.		
NAME OF ROAD.		VIDENDS DE- CLARED.	Miscella-	Total	Surplus.
	Rate.	Amount.	neous.	payments.	Julpius
New York, Chi. and St. Louis New York, L. E. and Western New York and Massachusetts					\$108,121 77 738,842 52 224 81
New York and New England. New York, N. H. and Hartf'rd	10	\$139,416 67 1,550,000 00		\$139,416 67 1,550,000 00	31,449 98 83,719 20
New York and Northern New York, Ont. and Western. New York and Rock'y Beach. New York, Rut. and Montg	· · · ·		\$3,657 68	3,657 63	50,262 96 3,757 81
New York, Rut. and Montg New York and Sea Beach					918 <b>67</b> 8,995 <b>00</b>
Northern Adirondack Ogdensburg and Lake Ch'n Owasco River. Port Jervis, Mont. and N.Y Prospect Park and Coney Is.			••••••		11,590 58 3,236 36 6,806 42
Rensselaer and Saratoga Rochester and Glen Haven. a Roch'ter, Hornells. & Lack. a Bochester and Lake Ontario. Rome, Watert'n & Ogdensb'g				3,250 00 327,834 00	6,254-88 125,770 92
Sar., Mt. McGr'r & L. George Schoharie Valley	31/4			3,549 98 8,112 00	2,650 76 4,390 00
Southern Central		••••		6,200 00	97 77 25,179 50
Syracuse and Baldwinsville. Syracuse, Binghamt'n & N.Y. Syracuse, Geneva & Corning Syracuse, Ontario & N.Y	8	200,000 00		200,000 00	83,473 16
Tinga					64,586 73 32,657 27
United States and Canada Utica, Clin. & Bing. & R. & C. Wallkill Valley Western New York & Penn					322,118 72
•		\$10,169,880 25	\$3,657 63	\$10,173,537 88	\$6,279,946 89 917,744 81
				Net Surplus	\$5,362,202 58

(For foot notes marked on this table see Table A, corresponding notes.)

(Continued).

## - SURFACE STEAM.

and Surplus or Deficiency for years ending September 30, 1888 and 1889.

				1869.		
	Dī	VIDENDS DE- CLARED.	Miscella-	Total		
Deficiency.	Rate.	Amount.	neous.	payments.	Surplus.	Deficiency.
		\$170,841 49		\$170,331 49	\$134,089 75 774,776 45 7,508 90 29,937 13	
\$8,303 30	10	1,550,000 00	************	1,550,000 00	83,069 82 34,819 94 62,524 38 4,776 81	•••••••
22,563 52			***************************************	••••••	10,808 54	************
8,047 98		***************************************		***************************************	9,726 47 1,484 37	\$18,142 72 8,868 30
176,857 06	10	6,500 00 343,785 00	••••••	6,500 00 343,785 00	2,155 55 5,857 52 92,869 84	86,574 8 197 8
494 36			•••••••		3,808 28 8,406,11	3,555 6
200,864 25		8,112 00		8,112 00	4,028 45	117,838 6 37 8 4,777 6
14,386 06 3,473 20	5	6,200 00 200,000 00		6,200 00	7.296 83 1,447 22	5,999 1
43,371 63 79,318 53		200,000 00	***************************************	200,000 00	22,034 35 53,087 80	71,329 2 46,762 2
1,153 03 3,657 63 16,949 93					54,107 58 18,368 27	9,109 0 1,232 5
\$017,744 81	F	\$11,059,789 99	\$7,500 00	\$11,067,289 99	25,973 66 \$5,231,015 49 686,214 51	\$686,214 5
	ł		1	Net Surplus	\$4,544,800 98	1

TABLE 0-

## ROADS IN OPERATION - .

## Comparative Statement of Payments from Net Income (Dividends, etc.),

			1888.		
NAME OF ROAD.		VIDENDS DE- CLARED.	Miscella- neous.	Total payments.	Surplus.
	Rate.	Amount.	neous.	раушения.	
Brooklyn.					\$1,703 21
Kings County		\$1,300,000 00		\$1,300,000 00	618.741 69
Sea View		••••••••			8,739 64
Suburban Rapid Transit					6,014 10
		\$1,300,000 00	••••••	\$1,300,000 00	\$630,198 64 9,402 42
				Net surplus	\$620,796 22
					SURFACE
Albany	6	\$16,500 00		\$16,500 00	
Amsterdam	8	70,000 00		70,000 00	
Auburn City				•••••	\$1,795 80
	1 .	•••••			
Binghamton Central Bingham, and P't Dickinson					236 83
Broadway (Brooklyn) Broadway and Seventh Ave.	8	42,000 00		42,000 00	
Broadway and Seventh Ave. Brook., Bush. & Queens Co					156,272 29
	1	256,000 00		256,000 00	64,847 78
Brooklyn City Brooklyn City and Newtown. Brooklyn Crosstown		24,030 00		24,030 00	10,401 27
Buffalo					9,282 62 4,307 53
Bushwick	6%	27,500 00		27,500 00	172 83
Canandalgua		7 000 00		7,098 88	7.859 24
Central City Central Crosstown	6%	40,500 00	••••••	40,500 00	1,009 26
Cent. Park, North and E. Riv. Chambers St. and Gr'd St. Fy. Christopher and Tenth Sts City (Binghamton)					A 101 47
Christopher and Tenth Sts	7	45,500 00		45,500 00	9,181 47
City (Binghamton)	• • • •				491 81 1,702 87
Conce Taland and Decalilar	01/	10 500 00	<b>272</b> 50	12,572 50	784 01
Coney Island and Brooklyn. Cortland and Homer	3	12,500 00 1,200 00	\$12.00	1,200 00	1,815 91
Court Street and East End		84,000 00		84,000 00	6,864 97
Cortland and Homer		4,387 50	,	4,887 50	558 68
Eighth Avenue	6	60,000 00		60,000 00	
Eighth Avenue Elmira and Horseheads Fifth Ward (Syracuse)					
Fifth Ward (Syracuse) Forty-sec. St. and Gr'd St. Fy. Forty-s'd St., Man. & St. N. Av.	12	89,760 00		89,760 00	
	i	••••••		•••••	••••••
Fourth Ward (Syracuse)a Frankfort and Ilion Fulton and Oswego Falls Genesee and Water Street		•••••			
Fulton and Oswego Falls		·············			
	1 4			1.800 00	1,532 60

# (Continued).

## ELEVATED STEAM.

and Surplus or Deficiency for years ending September 30, 1888 and 1889.

				1889. •		
Deficiency.	Dr	VIDENDS DE- CLARED.	Miscella-	Total	Surplus.	Deficiency.
Denotedoy.	Rate.	Amount.	neous.	payments.	Surpius.	Denotedcy.
					***************************************	\$15,852 1
\$9,402 42		\$1,430,000 00	•••••	\$1,430,000 00	\$21,254 15 674,406 18	
		•1,200,000 00			2,039 16	
	•••				22,096 79	
\$9,402 42		\$1,430,000 00		\$1,430,000 00	\$719,846 28 15,852 15	\$15,852 1
:			  -  -	Net surplus	\$703,994 13	ĺ
Strket.						
\$4,735 50 843 49	8	\$8,250 00		\$8,250 00	\$2,206 98 139 44	
24,323 74	6	60,000 00		60,000 00	100 44	\$23,947
830 55					••••••	898 4 688 8
830 00		•••••	•••••	•••••	************	088 8
1,540 00 14,156 91					1,826 00 13,761 95	
	4	84,000 00		84,000 00	86,832 53	
19,843 88		•••••	•••••		•••••••	20,308 4
	8	256,000 00		256,000 00	131,984 61	2,240 6
18,486 82	10	50,000 00		50,000 00	4,976 65	2,240 €
•••••					4,461 31	
•••••	•••••		•••••		1,848 40	
26,694 59					•••••••	
712 44					53 90	2,555 0
2,846 64	6% 7%	6,497 75		6,497 75	1,027 11	
•	7.8	43,500 00		43,500 00	12,678 48	••••••
401,323 46					28,669 86	
10,732 15	7	45,500 00		45,500 00	17,048 08 12,254 96	
					892 19	
•••••	••••		\$1,210 07	1,210 07	1,121 85	
	ا ا		12,784 80	12,784 80 1,200 00	11,122 86	
619 51	3	1,200 00		1,200 00	139 91 2,298 07	
•••••	4	48,000 00		48,000 00	9,338 02	
•••••	8	4,560 00		4,560 00	890 77	• • • • • • • • • • • • • • • • • • • •
20,161 77	6	60,000 00		60,000 00	21,659 72 2,207 00	
27 72 2,178 21	··;	1,968 00		1,968 00	2,207 00 1,895 54	
14,546 58 19,762 72	12	89,760 00		89,760 00	10,186 55	
19,762 72	•••••	•••••			<b></b>	18,713 4
**********					1,200 41	
360 07	5	713 75		713 75	263 11	
1,831 38			l .	8,000 00	1	1,691

TABLE C-

#### ROADS IN OPERATION -

# Comparative Statement of Payments from Net Income (Dividends, etc.),

!	۱ ۱	•					
NAME OF ROAD.	ROAD.		Miscella-	Total	Surplus		
	Rate.	Amount	neous.	payments.	Surplus.		
llens F'ls, S'dy Hill & Ft. Ed. Frand Street and Newtown.		\$8,500 00	\$37 96	\$37.96 8,500.00	\$1,431 2 2,057 8		
lar. B'ge, Morrisania&F'd'm					296 5		
Har. B'ge, Morrisania&F'd'm Herkimer and Mohawk Ho et'n, WestSt.&PavoniaF'y		1,860 00	•••••	1,360 00	20,477 4		
thaca							
thaca amaica and Brooklyn	• • • •				780 (		
amestown	• • • • •				4,178		
amestownerome Park			••••		719		
				5,000 00	707		
Singston Cityarchmont				•••••	682		
ockport	• • • •	•••••			187		
ockportong Island City & Newtown laple Avenue							
	1	l .					
Iohawk and Ilion	4	600 00		600 00	445		
cw Br'ght'n&Onondaga V'y	••••						
awburgh					• • • • • • • • • • • • • • • • • • • •		
ewburgh ew Rochelle and Pelhamj			•••••		•		
lew Williamsb'gh & Flatb'sh					9,335		
lew York and Harlem	2	189,000 00		189,000 00	49,209 239		
iagara Falls and Sus. B'dge	10	189,000 00 4,400 00 15,236 00		4,400 00 15,236 00	239		
lew Williamsb'gh & Flatb'sh lew York and Harlem lagara Falls and Bus. B'dge linth Avenue orth and East Greenbush		10,230 00		10,200 00			
gdensburglesn				1,140 00			
lean			250 00	250 00	823		
neida	••••		•••••				
neonta					667		
				1,500 00			
elbam Park	8	1,500 00	•••••		954		
eople's (Syracuse)a							
swego							
				20,000 00	23,386		
ochester City and Brighton	4	20,000 00		20,000 00	23,300		
ockaway village							
ochester Electric							
ea Cliff Inclined Cable					4,309		
econd Avenue					2,009		
enera Falls and Wat'looi							
econd Avenue	2	1,000 00	•••••	1,000 00	61		
Ixth Avenue	8	120,000 00		120,000 00			
outh Brooklyn Central	••••		••••••	• • • • • • • • • • • • • • • • • • • •			
outn Ferry	••••						
teinway and Hunter's Point							
					769		
tillwater and Mechanicville yracuse and Geddes yracuse and Onondaga		2,500 00		2,500 00 6,290 00			
Onendere	۱ ۵	6,290 00		6,290 00	3,579		

(Continued).

SURFACE STREET.

and Surplus or Deficiency, for years ending September 30, 1888 and 1889.

				1889.	<u></u>	•
	Dı	VIDENDS DE- CLARED.	Miscella-	Total		
Deficiency.	Bate.	Amount	neous.	payments.	Surplus.	Deficiency.
\$11,071 72	 5	\$8,500 00		\$8,500 00	\$2,482 89 4,033 60 657 62	
		1,860 00	\$12,500 00	1,860 00 12,500 00	1,299 14 5,423 16	
684 29 <b>80</b> ,718 29	::::	4,631 68		4,631 68	896 78	\$505 05 7,186 90
***************************************	::::		•••••		3,168 69	7,577 06
3,832 09	10 	5,000 00	425 00	5,000 00 425 00	1,556 68 2,005 00	592 98 6,101 66
784 79	14	2,100 00		2,100 00	257 31	1,787 38
3,464 65 38 62 8,787 62 3,796 74		*************	************		661 72	1,296 54 6,119 17
	8 2 10	9,000 00 200,000 00 4,400 00		9,000 00 200,000 00 4,400 00	79,597 76	1,219 03 761 <b>69</b>
16,046 12 1,909 06		************		************	10,534 60	2,890 77
153 81 238 74 22 70	••••	••••••		••••••	1,452 29 632 44	389 22 87 77 893 77
20,263 23 3,023 49	4	2,000 00		2.000 00	4,763 14	1,744 30 460 01 16,996 36 1,940 16
1,259 59 12,858 11 4,288 49	4	20,000 00		20,000 00	7,264 56 11,811 67	1,095 36 8,860 44 4,338 20
196 61 3,949 66 2,738 99					57 85 24,701 89	
56,215 93 2,231 45	8 5	1,500 00 75,000 00		1,500 00 75,000 00	735 28 47,798 41	8,043 89
18,959 70 2,940 46 35,827 47					***************************************	25,459 22
*************	iö	8,000 00 7,000 00		8,000 00 7,000 00	581 16 1,612 73 1,253 65	

TABLE C-

#### ROADS IN OPERATION -

Comparative Statement of Payments from Net Income (Dividends, etc.),

•			1888.		
NAME OF ROAD.	Dı	VIDENDS DE- CLARED.	Miscella-	Total	Surplus.
	Rate.	Amount.	neous.	payments.	
Third Avenue	7	\$140,000 00	***********	\$140,000 00	<b>%</b> 30,406 68
Third Ward (Syracuse)a Troy and Albia Troy and Lansingburgh Twenty-third Street	10 10 10	4,470 00 30,000 00 60,000 00		4,470 00 80,000 00 60,000 00	19,208 05
Utica Belt Line Utica and Mohawk Van Brunt St. & Erie Basin Wash'gt'n St., Asylum & Park Watervliet Turnolke & R. R.		1,261 00		1,261 00	4,520 06 685 48
West Side (Buffalo)a Woodlawn and Butternut St. Yonkers				***************************************	222 1
		\$1,895,033 38	\$360 46	\$1,895,893 84	\$463,446 76
					Net deficit.

[For foot notes marked on this table, see Table A. corresponding notes.]



(Concluded).

#### SURFACE STREET.

and Surplus or Deficiency, for years ending September 30, 1888 and 1889.

				1889.		
Deficiency.	Dı	VIDENDS DE- CLARED.	Miscella-	Total	Surplus.	Deficiency.
Double Hoy.	Rate.	Amount.	neous.	paymenta.	Surprus	Denciency
\$1,412 93 40,072 77 2,969 28 2,765 27	9 5 10 10	\$180,000 00 2,235 00 30,006 60 60,000 00 1,732 04		\$188,000 00 \$2,235 00 \$0,000 00 \$0,000 00 1,732 04	\$47,496 56 5,735 89 19,230 36 24,879 79 10,681 83 436 81 3,185 70 1,044 41	\$421.30
4,689 13 4,689 13 4,689 13 8912,911 47 463,446 76 8449,464 71		\$1,380,408 22	\$26,919 87	\$1,407,328 09 Net surplus.	\$711,541 79 193,002 56 \$618,639 28	9,823 94 11,421 8: \$193,002 54

TABLE

## ROADS IN OPERATION -

Statement of Payments made by Lessee Companies for Rentals of September 30,

LESSEE AND LESSOR.	Total amour paid by	nt of rentals lessee.
•	1888.	1889.
Boston and Albany:		
Foreign roads Buffalo, Bochester and Pittsburgh:	\$78,000 00	<b>\$58,500 90</b>
Catakill Mountain:	1,400 00	•••••
_ Cairo	2,700 00	2,700 00
Chateunger (Reflected):		7,066 67
Chateaugay Railway Cooperstown and Charlotte Valley: Cooperstown and Susquehanna Valley Delawaye and Hudson Canal Company:	12,000 00	12,001 00
Cooperstown and Charlotte Valley: Cooperstown and Susquehanna Valley	8,659 75	13,703 93
Delaware and Hudson Canal Company:	975,938 19	982,733 78
Albany and Susquebanna.  New York and Ganada Renssela-r and Saratoga.  Delaware, Lackawanna and Western:	236,582 40	286,824 80
Delaware, Lackawanna and Western:	963,788 53	. 903,841 50
	04,000 00	54,600 00
Greene New York, Lackawanna and Western	26,000 00 1,470,(00 00	26,000 00 1,470,000 00
O-wego and Syracuse	182,896 00	182.896 00
O-wego and Syracuse Utica, Chenango and Susquehanna Valley Valley	240,000 00	240,000 00
Valley Elmira, Cortiand and Northern:	57,500 00	57,500 00
Churbloth Molludin	18,000 00	18,000 00
Fall Brook Coal Company: Corning, Cowanesque and Antrim	150,000 00	150,000 00
Syracuse, Geneva and Corning	225,398 88	216,401 51
Kitch hii ra ·	15,400 00	15,400 00
Troy and Bennington	256,580 00	256,580 00
Lake Shore and Michigan Southern:	· ·	
Foreign roads	481,872 60	499,805 29
Long Island: Brooklyn and Montauk Long Island City and Flushing New York, Brooklyn and Manhattan Beach. New York and Long Beach O'ther roads	67,543 91	16,816 58
Long Island City and Flushing	127,598 24	57.665 44
New York and Long Raugh	95,980 00 5,816 42	96,9%0 00 2,908 20
Other roads.	88,154 81	80.653 85
New Jersey and New York:	2,240 00	11 400 00
New York and Long Beach Other roads	2,240 00	11,400 00
Dunkirk and Allegheny Valley	223,000 00	223,000 00
New York and Harlem	1,620,200 00 61,500 00	1,653,200 00 1,500 00
Spuyten Duyvil and Port Morris	81,098 00	81,098 (40
Troy and Greenbush	19,730 20	19,780 20
West Shore	2,000,014 35	2,000,014 85
Foreign roads New York, Lake Erie and Western:	67,000 00	68,200 00
Avon, Geneseo and Mount Morris Buffalo, Bradford and Pittsburgh	13,600 00	18,600 00
Buffalo, Bradford and Pittsburgh	40,600 00	40,600 00
Buffalo, New York and Erle	238,100 00	238,100 00
		144,953 65 19,792 08
Lockport and Buffalo	21,000 00	21,000 00
		10,500 00
Middletown and Crawford	10,500 00	10,000 00
Lockport and Buffalo Middletown and Crawford Montgomery and Erie Newburgh and New York New York, Pennsylvania and Ohio	10,500 00 16,000 00 17,500 00	16,000 00 16,750 90

D. Surface Steam.

Leased Lines and disposition of same by Lessors, for years ending 1888 and 1889.

ents of interests; also portiones outside th	or dividends	for payment is on capital sor.	Portion used of dividence stock of les		Portion used f interest on de
1889.	1888.	1889.	1888.	1889.	1888.
\$58,500 (	\$78,000 00	•			
					\$1,400 00
6 (	6 00	\$1,194 00	\$1,194 00	\$1,500 00	1,500 00
7,066		•	<b>V</b> 1,102 00	02,000	2,000 00
10				12,000 00	12,000 00
13,703	8,659 75		••••	12,000 00	12,000 00
1,000 (	1,000 00	245,000 00	045 000 00	70# 700 70	### ### ###
			245,000 00	736,733 78 234,824 80	729,933 19 236,582 40
18,742 (	96,898 53	746,412 00	732,140 00	138,687 50	184,750 00
•••••	1,580 10	54,600 00	53,019 90		
		12,000 00 500,000 00	12,000 00 500,000 00	14,000 00 970,000 00	14,000 00 970,000 00
		118,836 00	118,836 00	64,060 00	64,060 00
		240,000 00	240,000 00		02,000 00
		37,500 00	87,500 00	20,000 00	20,000 00
		•••••		18,000 00	18,000 00
47,796 1	55,425 88	150,000 00 79,500 00	150,000 00 79,500 00	89,105 37	90,473 00
3,292 (	8,112 00	9,048 00	9,048 00	3,960 90	8,240 00
256,580 (	256,880 00				
499,805 2	481,872 60	•••••			
16,816	26,890 24			57.665 44	40,653 67
		32,500 00	82,500 00	63,480 00	127,598 24 63,480 00
2,908 2	5,816 42	02,000 00	02,000 00		40,300 00
80,653 8	88,154 31				•••••
11,400 (	2,240 00	•••••			•••••
500 (	500 00	19,500 00	19,500 00	203,000 00	263,000 00
18,900 (	18,900 00	794,000 00	761,000 00	840,300 00	840,300 00
1,500 (	1,500 00	70 100 00	60 000 00		
1,97d ( 480 2	1,978 00 480 20	79,120 00 19,250 00	79,120 00 19,250 00		• • • • • • • • • • • • • • • • • • • •
14 8	14 35	10,200 00	19,200 00	2,000,000 00	2,000,000 00
68,200 (	67,000 00				
100 (	100 00	13,500 00	13,500 00		
5,000	5,000 00	66,500 00	66,500 00	40,600 00 166,600 00	40,600 00
12,488	11,489 89	42,465 00	83,028 84	90,000 00	166,600 00 90,000 00
4,402	397 40	12,100 00	3,847 60	15,390 00	17,255 00
9,100	9,100 00			11,900 00	11,900 00
881	881 00	5,499 00	8,499 00	4,620 00	4.620 00
725	. 320 00	6,750 00	6,750 00	8,525 00	8,930 00
1,026,716	1,071,905 54	• • • • • • • • • • • • • • •	••••••	18,750 00 1,018,500 00	17,500 00 969,043 87

TABLE D-

ROADS IN OPERATION -

Statement of Payments made by Lessee Companies for Rentals of September 30,

LESSEE AND LESSOR.		nt of rentals lessee.
	1888.	1889.
New York, Lake Erie and Western (Continued).		
Northern of New Jersey	\$100,698 15	\$101,446 51
Rochester and Genesee Valley	34.012 00	84,012 00
Northern of New Jersey Rochester and Genesee Valley Suspension Bridge and Erie Junction	70,000 00	70,000 00
roreign roads	849,252 63	849,783 74
New York and New England:		1
Part of Newburgh, Dutchess and Connecticut	47,246 69	
Foreign roads	356,850 02	280,384 87
Foreign roads		i
Harlem River and Port Chester	170,000 00	170,000 00
Foreign roads	769,534 82	788,359 50
New York, Ontario and Western:		
Utica, Clinton and Bingham'n, and Rome and Clinton	72,152 77	75,000 00
Wharton Valley		2,184 59
New York, Susquehanns and Western: Middleton, Unionville and Water Gap		i
Middleton, Unionville and Water Gap	28,915 13	
Northern Adirondack:		
Northern Adirondack Extension	************	16,394 63
Northern Central:		455 500 00
Elmira and Williamsport	151,500 00	151,500 00
Prospect Park and Coney Island:	40 000 00	10 000700
New York and Coney Island	10,000 00	10,000,00
Bome, Watertown and Ogdensburg:	04 700 00	28,261 64
Carthage. Watertown and Sackett's Harbor	24,720 29 17,500 00	17.500 00
Niagara Falls Branch	6,500 00	
Norwood and montreal	46,750 00	24,000 00
Oswego and Rome Rome, Watertown and Ogdensburg Terminal	25,007 00	6,255 00
Syracuse. Phoenix and Oswego	10,500 00	0,250 00
Utica and Black River	215.350 00	215,350 00
Southern Central:	210,000 00	210,000 00
Ithaca, Auburn and Western	13,166 67	2,666 67
Staten Island Rapid Transit:	10,100 01	2,000.01
Staten Island	80,600 00	80,600,00
Tioga:	00,000 00	00,000,00
Elmira State Line	2.044 00	2,044 00
Foreign roads		12,750 00
Ulster and Delaware:	22,100 00	12,100 00
Hohart Branch	8.000 00	2,750 00
Hobart Branch Western New York and Pennsylvania:	0,000 00	2,.50 00
Foreign roads	60,665 48	1
* ATAINT TAME !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!		
	\$15,650,170 07	\$15,221,376 56

(Continued).

## SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1888 and 1889.

cluded in fore- ents of interest s; also portion es outside the	or dividends	s on capital	Portion used of dividend stock of less	or payment of obt of lessor.	Portion used for interest on de
1889.	1888.	1889.	1888.	1889.	1888,
\$87,091 51 700 00	\$26,356 84 700 00	\$38,812 00	\$35,000 00 33,812 00	\$14,855 00 70,000 00	\$39,841 81 70,000 00
849,783 74	849,252 63				
280,384 87	47,246 69 366,850 02	•••••			•••••
788,359 M	769,584 82			170,000 00	170,000 00
	287 19	22,800 00	19,165 58	52,700 00 2,184 59	52,700 00
	1,628 47		•••••		27,291 66
16,894 60					
6,000 00	6,000 00	57,000 00	57,000 00	88,500 00	88,500 00
		10,000 00	10,000 00		•••••
28,261 64	24,720 29	17,500 00	17,500 00		6,500 00
	•••••	6,255 00	24,000 00 8,757 00	24,000 00	22,750 00 16,250 00
4,500 00	4,500 00	77,210 00	77,210 00	183,640 00	10,500 00 188,640 00
		••••		2,668 67	18,166 67
8,600 00	3,600 00	56,000 00	56,000 00	21,000 00	21,000 00
12,750 00	12,750 00	2,044 00	2,044 00		
		2,750 00	8,000 00		••••
	60,665 48		•••••		
\$4,246,583 41	84,459,389 14	\$3,557,545 00	\$3,621,721 42	\$7,417,298 15	97,569,069 51

TABLE D-

ROADS IN OPERATION -

Statement of Payments made by Lessee Companies for Rentals of September 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.		
	1888.	1889.	
Amsterdam, James R. Snell, lessee: Amsterdam. Atlantic Avenue: Prospect Park and Coney Island (city division). Binghamton and Port Dickinson, N. L. Osborn, lessee: Binghamton and Port Dickinson Broadway and Seventh Avenue: Broadway Surface. Brooklyn City: Bushwick Christopher and Tenth Street: Part of Twenty-third Street Railway. Jo'nst'n. Glov'le & K'gsboro, Stoller & Van Sickler, lessees: Johnstown, Gloversville and Kingsboro New Brighton and Onondaga Valley: Syracuse and Oakwood. New Williamsburgh and Flatbush: Greenpoint and Lorimer Street. Steinway and Hunter's Point: Riker Avenue and Sanford's Point	\$900 00 21,000 00 3,300 00 214,586 25 	\$1,000 00 21,000 00 3,300 00 187,222 88 64,050 69 5,200 00 4,000 00 500 00 6,250 00	
Troy and Lansingburgh:     Lansingburgh and Cohoes     Troy and Cohoes     Waterford and Cohoes Twenty-third Street:     Bleecker Street and Fulton Ferry Utica Belt Line:     Utica, Clinton and Binghamton (city division)	1.050 00 8,500 00 1,800 00 62,500 00	1,050 00 3,500 00 1,800 00 62,500 00	
	\$338,188 15	\$378,125 49	

(Concluded).

SURFACE STREET.

Leased Lines and disposition of same by Lessors, for years ending 1888 and 1889.

ents of interes s: also portion	Portion not included in for going payments of inter or dividends; also port paid for lines outside State.		Portion used of dividend stock of les	Portion used for payment of interest on debt of lessor.	
1889.	1888.	1989.	1888.	1989.	1888.
\$1,000 0	\$900 00			••••	
			•••••	\$21,000 00	\$21,000 90
910 2	1,942 00	\$2,889 72	\$1,858 00	•••••	
72,222 8	108,336 25			115,000 00	106,250 00
	••••	85,000 00		29,050 69	
5,200 0	5,200 00			••••	
1,450 0	2,827 10	2,500 00	1,000 00	50 00	172 90
500 0	850 00				
			••••	6,250 00	7,500 00
1,751 9	1,251 90			••••	
		1,050 00	1,050 00		
		3,500 00	8,500 00	***********	
50 0	50 00	1,750 00	1,750 00		
		18,500 00	13,500 00	49,000 00	49,000 00
15,000 0	11,250 00				
\$98,085 0	\$132,107 25	\$59,689 72	\$22,158 00	\$220,350 69	\$183,922 90

TABLE
ROADS IN OPERATION —
Condensed Balance Sheets,

		Ass	ets.	
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets.	Total assets.
Addison and Pennsylvania Adirondack. Albany and Susquehanna Albany and Vermont Amsterdam, Chuc'a & North'n	\$1,812,019 98 2,832,613 44 14,200,766 55 600,000 00 20,000 00	\$7,000 00 27,000 00	\$2,686 34 102,894 04 416,517 09 1,758 85	\$1,314,626 \$2 2,935,567 48 14,624,283 64 628,758 85 20,000 00
Avon, Geneseo & Mt. Morris Bath and Hammondsport Boston and Albany Bradford, Eldred and Cuba Brooklyn, Bath and W. End	224,800 10 213,411 82 28,965,898 89 555,796 83 824,869 08	90,128 12 644,258 80 604,119 80	737 05 5,860,931 95 37,409 26 35,946 73	225,537 15 303,534 44 35,471,089 14 1,197,325 59 860,815 76
Brooklyn and Brighton B'ch. Brooklyn and Rockaway B'ch Buffalo, Bradford & Pittab'gh Buffalo Creek. Buffalo Creek Transfer	1,653,867 88 299,793 49 3,092,533 39 665,850 24 50,000 00		13,752 39 18,736 96 218,935 41 200 00	1,667,619 TT 318,530 45 3,092,533 39 884,785 65 50,200 00
Buffalo Erie Basin	13,503 19 8,330,000 00 19,151,470 64 2,508,206 07 44,710 76	150.600 00 1,003,670 50	33,573 49 587,766 47 91,662 01 933 92	13,503 19 3,514,173 49 20,742,907 61 2,599,868 08 45,644 68
Canal	160,293 75 500,000 00 1,429,649 86 395,569 88 600,000 00		53,516 84 4,500 00 34,720 50 21,559 35 961 65	213,810 09 504,500 00 1,464,370 36 417,129 23 600,961 65
Central, New Eng. and West'n Chateaugay Railroad Chateaugay Railway Chautauqua Lake Cherry Val., Sharon & Alb'y	3,543,683 63 434,317 79 368,000 00 1,077,180 43 588,900 00	900,000 00	186,262 90 53,701 43 56,158 91	4,629,946 53 488,019 22 368,000 00 1,138,339 34 588,900 00
Clove Branch	189,541 51 27,027 88 576,139 63 1,332 75	1,228 22	2,925 96 75,111 12 95,116 35	193,690 69 27,027 88 651,250 75 96,449 10 3,267,904 70
Dun'k, Alleg'y Val. & Pitts'h. Elmira, Cortland & Northern. Elmira and Lake Ontario Elmira and Mtate Line Elmira and Williamsport	2,000,000 00 189,200 00		23,584 96 63,411 81 1,275 00 61,000 00 4,575 73	4,544,460 03 4,317,921 69 2,001,275 00 250,200 00 2,574,575 73
Erie and Black Rock	351,824 53 36,949,410 15 903,060 91	2,155,331 63 19,448 01	508 00 2.193,181 26 64,401 64	87,350 06 851,824 53 41,297,873 04 986,910 56 54,455 15
Geneva and Lyons	331,589 93 176,626 39 342,690 00		7,460 00 4,351 33 4,666 01	\$31,589 { 184,086 ; 347,041 ; 400,085 L 139,050 \$1
Harlem River & Port Chester Hartford and Conn. Western Herkimer, Newport & Poland Hobart Branch.	3,066,700 17 3,295,615 43 257,985 83	99,099 47 1,000 00	80 00 109,985 28 6,656 10	3,066,780 11 8,504,700 11 265,641 41 42,897 6

E. Surface Stram. September 30, 1889.

	Liabi	PROFIT A	ND LOSS.		
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$590,500 00	\$487,939 37	\$241,100 44	\$1,319,539 81		\$4,913 49
2,600,000 00	1,486,637 75	120,780 52	4,207,418 27	**********	1,271,910 79
8,500,000 00 600,000 00	11,000,000 00		14,500,000 00 600,000 00	\$124,283 64 28,758 85	
20,000 00			20,000 00	20,100 00	
225,000 00	200,000 00		225,000 00	587 15	
100,000 00 20,000.000 00	10,868,000 00	1,833 83 4,469,478 06	801,833 33 85,327,478 06	1,701 11 148,611 08	
480,000 00	560,000 00	866,314 15	1,406,314 15		208,988 5
395,000 00	395,000 00	52,798 96	842,798 96	18,016 80	
1,000,000 00	500,000 00 68,000 00	227,318 70 11,897 41	1,727,818 70		59,698 9
147,500 00 2,286,400 00	580,000 00	226.133.89	227,397 41 3,092,583 89	91,183 04	
250,000 00	250,000 00	226,133 89 7,741 77	507,741 77	377,048 88	
5,000 00	45,200 00		50,200 00		
13,503 19	2,380,000 00	151,597 50	13,503 19	*************	
950,000 00 12,000,000 00	8,859,140 00	856,300 91	3,481,597 50 20,715,440 91	32,515 99 27,466 70	
943,666 66	1.500,000 00	68,483 33	2,512,149 99	32,575 99 27,466 70 87,718 09	
19,900 00	25,000 00	625 00	45,525 00	119 68	
60,060 00 200,000 00	100,000 00 300,000 00	97,692 78 4,500 00	257,692 78		43,882 6
500,000 00	771,000 00	268,493 18	504,500 00 1,539,493 18		75,122 8
89,000 00	293,100 00	5,693 30	887,793 30	29,335 93	
589,110 00		•••••	589,110 00	11,851 65	
1,600,000 00 75,000 00	2,500,000 00	547,135 52 9,263 52	4,647,135 52 84,268 52	403,755 70	17,188 9
168,000 00	200,000 00		868,000 00	203,750 10	
600,000 00	618,000 00	98,788 88	1,206,738 88		73,399 0
288,900 00	300,000 00	•••••	588,900 00	•••••	•••••••
150,000 00 19,100 00		701 62 8,793 96	150,701 62 27,893 96	42,989 07	866 0
20,000 00	500,000 00	10,416 67	530,416 67	120.834 08	300 0
14,470 00	1	68,275 17	82,745 17	18,703 93	
2,000,000 00	1,250,000 00	17,904 70	8,267,904 70	****	••••••
1,200,000 00	2,900,000 00	247,842 26	4,447,842 26	96,617 77	
2,000,000 00 1,500,000 00	2,448,689 36 500,000 00	177,090 08 83,638 04	4,625,779 39 2,083,638 04	•••••	308,457 7 82,363 0
90,200 00	160,000 00	l	250,200 00	•••••••	
1,000,000 00	1,570,000 00	96 00	2,570,096 00	4,480 73	
960 00		86,390 08	37,350 08	••••••	
50,000 00 20,775,100 00	18,584,600 00	1.658.780.78	851,824 53 40,968,480 76	829,892 28	
300,000 00	500,000 00	301,824 58 1,658,780 76 75,131 16	40,968,480 76 875,131 16	111,779 40	:::::::::::
55,000 00			55,000 00	•••••	544 8
300,000 00		31.589 93	391,589 93	••••••	
7,460 00 96,190 00	246,500 00	176,626 39	184,086 89 842,690 00	4.351 33	
200,000 00	200,000 00	85 50	400,085 50		
118,000 00		••••••	118,000 00	21,050 88	
42,250 00	8,000,000 00	24,590 17	3,066,780 17		
169,800 00	66,000 00 66,000 00	154,246 00 11,729 17	3,399,146 00 247,529 17	105,554 18 18,112 26	
50,000 00	1		50,000 00	10,111	7,102 8

TABLE EROADS IN OPERATION Condensed Balance Sheets,

		Ase	ets.	
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets	Total assets.
Island	\$605,500 00 178,722 67 419,107 47 84,000,000 00	\$20,878,859 94	\$13,927 59 10,526 92 59,472 77 4,485,831 25 10,253 31	\$619,427 50 184,249 50 478,580 24 109,364,691 19 10,253 51
Lehigh and Hudson River Lehigh Valley Long Island Mahopac Falls Marine	2,918,773 73 3,775,957 86 20,969,860 12 82,112 50 90,841 63	792,391 58	89,336 13 37,748 35 1,794,721 64 8,530 52	3,008,109 86 3,813,706 21 23,556,973 34 82,112 50 99,372 15
Mechanicville & Ft. Edward Middleburgh and Schoharle. Middletown and Crawford Middlet'n, Unionv'e & Wa. Gap Montgomery & Erle	59,971 99 101,150 00 193,354 11 350,476 47 327,000 00		2,813 76 3,276 74 373 00 4,481 44	.59,971 99 103,963 76 196,630 65 350,849 47 831,481 44
Mt. McGregor Newb'g, Dutch's & Connecti't New Jersey and New York N. Y. Brook'n & Manhat. B'ch New York and Canada	550,655 00 2,499,182 86 2,836,493 16 1,829,904 97 8,304,547 63	1,223 47 571,400 00 500,000 00	380 60 70,908 61 21,964 61 9,837 01	551,035 <b>69</b> 2,571,314 94 3,429,857 77 2,339,741 98 8,304,547 68
New York Cent. & Hud. River N. Y. Cen., Hud. R. & Ft. Or'ge New York Cent. & Niagara R. New York, Chic. & St. Louis New York and Coney Island.	148,629,629 80 5,000 00 28,100 (0 49,813,488 77 100,019 02	11,513,266 33	7,780,178 71 8,228 32 1,404,071 38 964 87	167,923,074 84 13,228 92 28,100 08 51,217,560 10 100,983 89
New York, Lack. & Western. New York, L. Erie & Western. New York and Long Beach New York & Massachusetts New York and New England.		9,714,436 47	4,340,206 37 169,841 57 1,213,377 31	28,690,141 86 179,176,001 09 591,000 00 1,637,774 03 39,947,212 51
New York, N. Hav. & Hartf'd. New York and Northern New York, Ontario & Western New York, Penn. and Ohio New York & Rockaway Beach	21,174,228 42 13,247,895 79 62,810,056 45 154,896,955 09 2,714,541 94	2,833,514 34 10,500 00 996,170 17 99,745 42	1,844,901 92 237,590 85 2,291,260 47 1,196,210 27 90,087 63	24,852,644 65 13,495,946 64 66,097,487 09 156,192,910 78 2,804,629 57
New York and Sea Beach Niagara Bridge & Can'daigua Niagara Falls Branch Northern Adirondack Northern of New Jersey	855,081 59 1,000,000 00 243,756 00 165,741 09 1,564,694 51	57,000 43 11,101 20	54,010 72 6,244 00 40,243 55 199,844 86	966,092 74 1,000,000 00 250,000 00 217,085 84 1,764,539 37
Nyack and Northern Ogdensburg & Lake Champ. Olean, Bradford and Warren. Oswego and Rome Oswego and Syracuse	249,586 36 7,568,039 44 147,082 34 950,952 76 2,451,644 01	33,538 88	1,383,216 79 24,823 87 68,174 74	249,586 36 8,984,795 11 172,806 21 1,019,127 50 2,451,644 01
Owasco River	60,784 71 821,088 31 939,143 06 9,678,348 42 177,772 85	420 000 00 1,082,511 33	10,180 87 61,289 44 56,513 77 3,050 92	60,784 71 831,269 18 1,420,432 50 10,817,373 53 180,823 77
Rochester, Hornells. & Lack. Rochester and Lake Ontario. Rome and Clinton. Rome, Watert'n & Ogdensb'g. Saratoga and Schenectady	71,819 87 360,000 00 14,576,267 41 450,000 00	4,274,724 19	802 11 16,799 41 729 00 1,486,792 29 25,999 61	802 11 88,619 28 360,729 00 20,337,783 89 475,999 61

(Continued).
Surface Steam.
September 30, 1889.

	Liabilities.				ND LOSS.
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$200,000 00	\$400,000 00	\$12,000 00	\$612,000 00	\$7,427 59	
100,000 00 200,000 00	60,000 00	24,406 19	184,406 19 200,000 00	278,580 24	\$156 60
<b>50,000,000</b> 00	46,266,000 00	1,806,409 19	98,072,409 19	11,292,282 00	1
		5,954 82	5,954 82	4,298 49	
1,340,000 00	1,532,540 00	244,099 55	3.116.639 55		108,529 6
500,000 00		3,813,706 21	3,116,639 55 3,813,706 21		
12,000,000 00	9,815,702 88	336,690 40	22,152,393 28	1,404,580 06	
50,000 00 50,000 00	32,000 00	112 50	82,112 50	90 004 49	
50,000 00		17,147 52	67,147 52	82,224 68	
10,000 00	18,000 00	49,971 99	69,971 99		
85,000 00	18,000 00	1,098 35	104,098 85	***************************************	134 59
122,200 00 149,850 00	66,000 00 400,000 00	2,007 72 81 719 17	190,867 72 611,568 17	5,763 13	260,718 7
150,000 00	170,500 00	1,098 35 2,667 72 61,718 17 6,500 00	827,000 00	4,481 44	200,110 1
500,000 00	50,000 00	2,765 55	552,765 55		1,729 90
1,087,450 00	1,829,500 00	84,605 99	2,501,555 99	69,758 95	1,729 9
2.800,000 00	500,000 00	36.166 87	3,336,166 87	98,690 90	
1.000.000 00	1.345,000 00	1,728 76	2,846,728 76		6,986 78
4,000,000 00	4,000,000 00	304,547 63	8,804,547 63	••• •••••	] ·····
89,428,300 00	57,188,333 83	8,375,146 60	154,986,779 93	12,986,294 91	
10,000 00		3,000 00	13,000 00	228 82	
28,100 00 30,000,000 00	10 900 000 00	1,184,613 58	28,100 00 51,074,613 58	142,946 52	••••••
100,000 00	19,890,000 00	1,102,010 00	100,000,00	983 89	
10,000,000 00	17,000,000 00	1,690,141 86	28,690,141 86		
<b>85,9</b> 31,800 00	77,759,245 10	6,988,101 51	170,679,146 61	8,496,854 48	
391,000 00	200,000 00		591,000 00	<i></i>	
1,014,000 00 22,666,800 00	24,000 00 16,748,625 00	850,597 42 1,065,551 81	1,388,597 42 40,480,976 81	249,176 61	533,764 86
					000,101 0
15,500,000 00	2,000,000 00	3,718,933 61	21,218,938 61	3,633,711 07	
9,000,000 00 58,120,982 84	4,400,000 00 6,943,000 00	95,986 64 709,470 50	13,495,986 64 65,773,453 34	324,033 75	••••••
44,999,350 00	96,805,000 00	14,291,061 05	156,095,411 05	97,499 73	
1,000,000 00	1,772,000 00	23,070 81	2,795,070 81	9,558 76	
500.000 00	428,448 00	58,111 87	986,559 87		20,467 1
1,000,000 00			1,000,000 00		
250,000 00			250,000 00	•••••	
150,000 00 1,000,000 00	563,800 00	81,168 14 195,064 56	231,168 14 1,758,864 56	5,674 81	14,082 8
	155 500 00		-	, , , , ,	
78,250 00 8,077,500 00	157,500 00 4,859,400 00	13,836 36 1,047,895 11	249,586 36 8,984,795 11	•••••	
150,000 00	2,007,200 00		150,000 00	22,806 21	
800,000 no	719,100 00	27 50	1,019,127 50 2,480,304 81		
1,320,400 00	1,106,000 00	58,904 31	2,480,804 81	••••	28,660 3
80,000 00		11,888 33	41,888 33	18,896 38	
409,100 00	364,000 00	83,283 01	856,333 01		25,063 8
500,000 00	890,000 00 2,000,000 00	78,827 81 59 75	1,458,827 81 10,760,859 75	56,513 77	38,395 8
1,760,800 00 97,200 00	60,000 00	21,468 22	178,668 22	2,155 55	
•					197 8
65,000 00		1,000 00 101 05	1,000 00 65,101 05	23,518 23	131 9
345,360 00		59 09	345,419 09	15,809 91	
,230,100 00	12,672,090 00	780,249 65	19,642,489 65	655,844 24	
<b>450,000 00</b>			450,000.00	25,999 61	I

TABLE EROADS IN OPERATION Condensed Balance Sheets,

		Assets.			
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets.	Total assets.	
Schenectady and Duanesb'gh Schoharie Valley. Seneca Falls & Cayuga Lake. Silver Lake.	\$672,933 15 101,468 30 81,200 00 252,849 42		\$3,808 28 427 73 8,219 30	9672,933 15 105,276 58 81,627 73 260,568 72	
Skaneateles Southern Central Southfield Branch Spuyten Duyvil & Port Morris Staten Island	4,376,508 66 17,784 17		12,278 41 2,072 35 163 91 26,752 01	120,578 41 4,878,581 01 17,950 06 989,000 00 664,638 49	
Staten Island Rapid Trausit. Sterling Mountain Stony Clove & Catak. Mount'n Susp. Bridge and Erie Jun'n Syracuse and Baldwinsville	500,864 02 344,795 68		846,075 08 3,115 30 22,563 49 86 42 2,792 88	8,724,937 28 503,979 32 367,359 17 1,901,585 74 226,095 18	
Syracuse, Bingh'ton and N. Y. Syracuse, Geneva & Corning. Syracuse, Ontario and N. Y Tioga Troy and Bennington	3,019,953 99	\$40,891 90	307,281 74 116,928 52 14,371 09 2,816,221 88 1,584 70	4,950,339 83 3,136,892 51 1,919,235 22 3,830,460 66 238,538 07	
Troy and Greenbush	8,222,832 95 50,000 00		4,202 91 115,401 51 7,043 90 10,461 64	278,602 91 8,337,734 44 50,000 00 572,214 97 4,378,684 04	
Utica, Chen. & Susq. Valley. Utica, Clinton & Binghamton. Valley. Wallkill Valley Waverly and State Line	1,690,566 40 1,160,196 45 945,139 28		27,765 20 56,221 95	4,222,478 6 1,718,331 6 1,160,195 4 1,001,361 2 64,396 0	
Wellsville, Bolivar'& Eldred West Brooklyn Western New York & Penn West Shore West Troy and Green Island	40,000 00 61,166,792 48	2,541,665 86	6,990 00 2,518 26 495,958 39	419,390 0 42,518 2 64,204,416 7 60,000,000 0 139,129 8	
	\$1,182,112,060 45	\$61,693,219 96	\$44,605,307 21	\$1,288,410,587 6	

(Continued.)
Surface Steam.
September 30, 1889.

	Liabi	PROFIT A	ND LOSS.		
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	• Surplus.	Deficiency.
\$100,500 00	2500,000 00	\$72,433 15	\$672,933 15		
100,000 00	40,000 00	2,400 00	142,400 00		\$37,128 42
40,000 00	50,000 00	2,220 00	92,220 00		10,592 2
60,000 00	157,300 00	27,714 42	245,014 42	\$15,554 80	
77,800 00	20,000 00	500 00	98,300 00	22,278 41	
1,774,950 00	3,866,790 00	267,795 17	5,909,535 17		1,580,954 16
1,000 00		20,047 72	21,047 72		3,097 64
989,000 00		••••	989,000 00	•••••	
210,000 00	800,000 00	24,500 00	534,500 00	180,138 40	• • • • • • • • • • • • • • • • • • • •
800,000 00	8.000,000 00	348,859 63	8,848,859 63	1	123,922 8
80,000 00	475.674 00	166,907 57	722,581 57		218 602 2
194,000 00	210,000 00	20,391 52	354,391 52	12,967 65	
500,000 00	1,000,000 00	401,585 74	1,901,585 74		
60,000 00	160,000 00	12,094 82	282,094 82		5,999 14
2,500,000 00	1,966,000 00	146,159 00	4,612,159 00	338,180 82	
1,325,000 00	1,441,900 00	19,184 78	2,786,084 78	350,797 73	
404,600 00	1,400,000 00	401,760 63	2,209,360 63		290,125 4
580,900 00	789,500 00	67,261 91	1,427,661 91	2,402,798 69	
150,800 00	49,000 00	•••••	199,800 00	88,738 07	
274,400 00			274,400 00	4,202 91	
1,664,100 00	1,138,600 00	287,859 69		247,174 77	
50,000 00		***************************************	50,000 00	• • • • • • • • • • • • • • • • • • • •	
208,800 00		368,414 97	572,214 97	**************************************	
2,223,000 00	1,960,000 00	34,055 52	4,207,055 52	171,628 52	••••••
4,000,000 90		222,478 64	4,222,478 64		
849,285 00	795,000 00	15,675 00	1,659,960 00	58,371 60	
750,000 00	400,000 00	10,195 45	1,160,195 45		
830,000 00	580,000 00	186,489 85	1,046,489 35		45,128 1
10,000 00	•••••	54,398 05	64,898 05	•••••	••••••
6,990 00		412,400 00	419,890 00		l
40,000 00			40,000 00	2,518 26	
30,000,000 00	29,834,000 00	8,372,435 16	63,206,435 16	997,981 57	
10,000,000 00	50,000,000 00		60,000,000 00		
3,200 00		135,929 86	189,129 86		
\$610,428,777 69	\$571,800,354 79	\$64,689,626 10	\$1,246,918,758 58	\$46,950,700 58 5,458,871 49	\$5,458,871 45
		1	Net surplus	841,491,829 04	1

## TAPLE E-

## Note referring to Surface

In addition to the companies furnishing balance sheets as shown on Table E, there are stock and debt outstanding, and there are others upon whose roads expenditures have arrive at the total stock and debt and cost of road and equipment, as reported September Table E.

•
Albany and Susquehanna
Carthage, Watertown and Sackett's Harbor.  Erie and Genesee Valley.  Genesee Valley Canal.  Genesee Valley Terminal.  Hayt's Corners, Ovid and Willard.  Lackawanna and Susquehanna.  Lebanon Springs.
Lockport and Buffalo
Bensselaer and Saratoga
Rochester and Genesee Valley.  Rochester, New York and Pennsylvania.  Schenectady and Mechanicville.  Smithtown and Port Jefferson  Troy, Saratoga and Northern  Troy Union.
Total amount of cost of road and equipment, capital stock and debt not shown on Add amount as shown on Table E
Total amount of cost of road and equipment, capital stock and debt
Total assets as shown on Table E
Total amount of assets as reported September 30, 1889 \$1,320,829,516 10
Excess of assets over liabilities as reported September 30, 1889
Net surplus as shown on Table E
Total net surplus as reported September 30, 1889

## (Continued).

#### Steam Roads on Table E.

several whose roads have been partially absorbed or leased, but who still have capital been made on account of cost of road and equipment by lessees or owners. In order to 30, 1889, the following amounts must be added to those as shown respectively on

	Cost of road and equipment.	Capital stock.	Funded debt.
Leased by Delaware and Hudson Canal Company (expended by leasee) Leased by Utica and Black River R. R. Co. Leased by N. Y. Lake Erie & West R. R. Co. Leased by West N. Y. and Penn. R. R. Co. Leased by West N. Y. and Penn. R. R. Co. Leased by Geneve, and Sayre R. R. Co. Built by Delaware and Hudson Canal Co. Beceiver has no books giving cost of road. Report of New York, Rutland and Mon-	\$993,037 69 783,958 26 191,302 00 2,278 52 1,178,566 82	\$508,450 00 144,900 00 1,114,000 00 479,570 00 ,4,100 00	\$300,000 08 120,000 00 800,000 00
treal, 1888, fixed cost at	2,830,114 28 342,882 33	126,900 00	170,000 00
made Delaware and Hudson Canal Company (expended by lessee)	23,184,942 18 1,292,326 16 671,303 13 214,832 36	1.500,000 00 80,475 00	12,005,000 00 600,000 00
Table E		\$15,270,195 00 610,428,777 69	\$13,695,000 00 571,800,354 79
as reported September 30, 1889	\$1,214,581,088 93	\$625,698,972 69	\$585,495,354 79
Total liabilities as shown on Table E Add additional stock and debt as shown o	n above note		31,246,918,758 58 28,965,196 00
Total amount of liabilities as reported	_	==	1,275,883,953 58
	:	\$41,491,829 04	
••••••	28,965,195 00	8,453,838 48	
••••••	•••••	\$44,945,662 52	

TABLE E-

#### ROADS IN OPERATION-

## Condensed Balance Sheets,

		Ass	ETS.	
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets.	Total assets.
Brooklyn. Fulton Kings County Manhattan Metropolitan	754,969 28 8,713,049 21	\$27,833,685 81	\$77,804 50 53,856 43 167,313 98 3,027,120 76 61,430 66	\$9,804,436 02 808,825 71 8,880,363 19 80,860,806 57 21,379,430 66
New York	15,588,304 00 215,330 45 1,573,645 85 9,033,000 00	1,068,500 00	628,081 73 12,516 08 27,821 31 5,000 00	17,279,885 73 227,846 53 1,601,467 16 9,038,000 00
	\$66,922,930 31	\$28,902,185 81	\$4,055,945 45	<b>\$99</b> ,881,0 <b>6</b> 1 57
	l	· · <del></del>		SURFACE
Albany	2,122,645 99 100,400 33	\$143,375 00	194 87 210,311 74 9,622 79	\$457,830 30 15,194 87 2,476,332 77 110,023 12 11,284 97
Binghamton Central	1,801,931 58 874,230 67		56,634 35 163,211 27	22,600 0 28,511 7 1,801,931 5 930,865 0 4,462,086 2
B'klyn, B'hwick & Queens Co. Brooklyn City	4,411,510 86 2,190,214 86	2,115,734 63 18,072 68	12,320 95 234,644 37 35,965 04 173,608 03	392,592 8 6,761,889 8 2,239,252 5 784,492 1 1,178,306 4
Buffalo East Side	800,000 00 53,487 05		21,589 46 320 96 8,792 14	964,589 2 1,131,874 0 300,000 0 53,808 0 184,223 7
Central Crosstown	833,471 67 737,369 32	66,700 00	101,101 55 16,127 29 39,043 07	849,598 9
City (Poughkeepsie)	. 40,286 74 847,761 80 43,593 28		225 00 40,069 26 4,330 22	40,511
Dry Dock, East B'way & Bat Dunkirk and Fredonia Eighth Avenue Elmira and Horseheads Fifth Ward (Syracuse)	1,756,147 51 168,966 73	6,120 00	1,680 80 178,510 85	8,397,930 6 59,981 8 1,940,778 8 194,775 6

# CONDENSED BALANCE SHEETS OF ELEVATED AND STREET ROADS. 51

(Continued).

ELEVATED STEAM.

September 30, 1889.

	Liabi	PROFIT A	nd Loss.		
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$5,000,000 00	\$4,750,000 00	\$128,856 84	\$9,878,856 84		\$74,420 8
15,000 00 2,656,000 00	5,809,000 00	793,825 71	808,825 71 8,868,511 46	\$11,851 73	•••••
25,453,540 00	5,009,000 00	403,511 46 4,330,563 78	29,784,103 78	1,076,702 79	
6,500,000 00	14,818,000 00	55,105 90	21,373,105 90	6,324 76	
6,500,000 00	9,500,000 00	1,094,602 15	17,094,602 15	185,283 58	
190,752 54	27,500 00	8,507 63	221,760 17	6,086 36	
641,865 00		953,634 17	1,595,499 17	5,967 99	• • • • • • • • • • • • • • • • • • • •
1,000,000 00	8,038,000 00		9,038,000 00		
\$17,957,157 54	\$42,942,500 00	\$7,763,607 64	\$98,663,265 18	\$1,292,217 21 74,420 82	\$74,420 8
			Net surplus	\$1,217,796 39	
Street.					
\$275,000 00	\$150,000 00	\$6,341 82	\$431,341 32	, \$5,988 98	#1 500°
15,000 00 1,000,000 00	965,500 00	1,528 27 157,050 42	16,528 27 2,122,550 42	353,782 31	\$1,833 4
50,000 00	60,000 00	101,000 42	110,000 00	23 12	
5,600 00		845 89	6,445 89	4,839 02	••••••
22,600 00			22,600 00		
27,164 50		*********	27,164 50	1,347 29	
900,000 00 525,000 00	700,000 00 850,000 00	22,380 68	1,600,000 00 897,380 68	201,931 58 33,484 34	• • • • • • • • • • • • • • • • • • • •
2,100,000 00	2,200,000 00	89,998 82	4,889,998 32	72,087 96	
100,000 00	250,000 00	86,793 25	436,793 25		44,200 8
3.200,000 00	800,000 00	2,102,000 00	6,102,000 00	659,889 86	
1,000,000 00 500,000 00	1,090,000 00	135,066 56	2,225,066 56 700,000 00	14,186 02 84,492 19	•••••
100,000 00	807,000 00	168,908 92	1,075,908 92	102,397 54	
100,000 00	693,500 00	164,780 67	958,280 67	6,308 58	
500,000 00	564,000 00		1,064,000 00	67,874 02	
100,000 00	200,000 00	***********	300,000 00		
28,729 95 100,000 00	20,000 00	5,600 00 5,000 <b>00</b>	54,329 95 105,000 00	29,223 71	521 9
600,000 00	250,000 00		850,000 00	21,507 78	l
1,800,000 00	1,200,000 00	25,225 38	3.025.225 38		144,102
NOO,000 00		84,915 10	834,915 10 842,539 94	14,683 86	
650,000 00 6,000 00	180,000 00	12,539 94	842,539 94 6,000 00	572 45 2,578 77	
76,916 28			76,916 28	19,065 88	
12,500 00	27,873 17	36 74	40,409 91	101 83	
500,000 00	800,000 00	26,811 10	826,811 10	61,019 96	
40,000 00 85,000 00		3,025 50 1,419 51	43,025 50 86,419 51	4,898 00 1,678 56	
1,200,000 00	2,040,000 00		3,861,600 00	36,330 95	
67,000 00	2,020,000 00	121,600 00 799 27	57,799 27	2,182 28	
1,000,000 00	1,000,000 00	10,000 00	2,010,000 00		69,221
68,000 00 49,200 00	100,000 00 21,510 00	22,590 74 1,793 92	190,590 74 72,508 92	4,184 70	3.637
	21.010 UU	1.130 374	14.DUG 94		-,

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheets,

	Assets.				
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets.	Total assets.	
Forty-second St. and G. St. F- Forty-second St. M. & St. N. A Fourth Ward (Syracuse) Frankfort and Ilon Fulton and Oswego Falls	\$1,060,310 55 5,249,617 63 63,789 00 20,632 04 33,481 48	\$2,500 00	\$52,183 44 16,897 07 56,796 51 263 11	\$1.114,993 99 5,266,514 70 120,585 51 20,896 15 83,481 48	
Genesee and Water Street Glens Falls, Sandy Hill & Ft. E. Grand Street and Newtown. Greenpoint and Lorimer St Har. Bridge, Morris. & F'dh'm	103,708 82 95,025 00 423,779 89 245,000 00 495,074 54	4,874 55	4,514 64 641 11 10,865 12 15,549 86	113,096 01 95,666 11 434,645 01 245,000 00 510,624 40	
Herkimer and Mohawk Hous., West St. & Pav. Ferry. Ithaca. Jamaica and Brooklyn Jamestown	17,900 00 750,000 00 45,000 00 522,480 00 51,407 30	116,880 00	2,540 57 24,840 20 1,886 35 77,132 45	19,540 57 891,720 20 45,000 00 524,366 33 128,689 29	
Jerome Park Johnst'n,,Glov'lle & Ki'gsboro Kingston City Lansingburgh and Cohoes Larchmont	119,064 05 50,153 99 89,171 92 15,000 00 25,000 00		2,242 22 8,735 81 829 32	119,064 00 52,396 21 97,907 78 15,000 00 26,829 33	
Lockport Long Island City & Newtown. Maple Avenue Mohawk and Ilion Mount Vernon & East Chester	42,478 22 119,475 00 20,487 96 17,800 00 135,000 00	10,000 00	994 44 2,005 00 62 59 2,144 87	43,472 6 131,480 0 20,550 5 19,944 6 136,000 0	
New Bright. & Onon'ga Valley Newburgh New Williamsb'g & Flatbush Niag, Falls & Susp'n Bridge Ninth Avenue.	164,402 08 548,662 28	760 00	253 19 1,336 70 1,062 41 27,523 61	21,746 9 165,738 7 548,662 2 49,363 1 324,025 6	
North and East Greenbush Ogdensburg Olean Oneida Oneida Street (Utlca)	82,973 60 28,325 36 15,950 05 16,905 85 40,000 00	250 00	160 83 1,275 31 1,135 72 110 25 632 44	83,384 4 29,600 6 17,085 7 17,016 1 40,632 4	
Oneonta Oswego Peiham Park Peoples' (Syracuse) Prosp't P'k & Con. Is. City Div.	20 404 88	40,123 17	44 25 991 79 1,939 42 5,383 14 10,736 14	20,448 6 26,637 1 91,840 7 633,403 1 101,423 2	
Prospect Park and Flatbush. Riker Av. and Sandford's P'nt Rochester City and Brighton. Rochester Electric Rockaway Village	64,193 99 20,713 90 975,409 64 125,471 19 50,543 72	48,410 00 9,750 00	1,265 20 2,726 83 404,345 53 401 87 871 78	65,459 1 23,440 7 1,428,165 1 135,623 0 50,915 5	
Rome	176,689 83 60,220 05 11,979 56 3,499,789 77 41,783 12	850 00	4,041 42 133 24 10 00 153,074 08 87,585 21	180,730 7 61,203 2 11,989 5 3,652,813 8 79,318 3	
Sixth Avenue	2,043,133 28 409,288 42 515,134 86 29,675 66	6,300 00	75,194 09 20,235 75 7,694 84 589 25 947 29	2,124,627 3 429,524 1 522,829 2 30,264 9 95,718 7	

(Continued).
Surface Street.
September 30, 1889.

	Liabi	PROFIT AI	ND LOSS.		
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$748,000 00	\$236,000 00	\$73,481 59 187,157 37	\$1,057,481 59	\$57,512 40	
2,500,000 00 80,000 00	2,725,000 00 35,500 00	187,157 37 3,885 10	5,412,157 37 119,385 10	1,200 41	\$145,642 67
14,275 00	1		14,275 00	6,620 15	l
15,000 00	15,000 00	8,941 02	88,941 02	•••••	5,459 54
60,000 00	2,500 00	12,720 00	75,220 00	37,878 01	
70,000 00	24,000 00 200,000 00	1,352 00 11,192 07	95,352 00 381,192 07	314 11 53,452 94	• • • • • • • • • • • • • • • • • • • •
170,000 00 120,000 00	125,000 00	11,102 01	245,000 00	00,502 52	
850,000 00	77,000 00	•••••	427,000 00	83,624 40	•••••
17,000 00		·	17,000 00 758,750 00	2,540 57	
250,000 00 25,000 00	500,000 00 20,000 00	8,750 00 1,189 34	758,750 00 46,189 34	132,970 20	1,189 34
197,480 00	325,000 00	l <b></b> l	522,480 00	1,886 35	1,108 01
100,000 00	25,000 00	2,468 12	127,468 12	1,221 17	•••••
4,000 00	100,000 00	87 50	104,000 00	15,064 05	
50,000 00 50,000 00	1,000 00 31,500 00	1,820 45	51,037 50 82,820 45	1,358 71 15,087 28	·····
15.000 00	01,000 00	1,020 10	15,000 00	10,001 20	
25,000 00	•••••	•••••	25,000 00	829 32	•••••
22,251 21	25,000 00	8,679 56	55,980 77		12,458 11
150,000 00 18,000 00	100,000 00	6,150 00 5,072 72	256,150 00	•••••	124,670 00
15,000 00		0,012 12	23,072 72   15,000 00	4.944 87	2,522 17
60,000 00	75,000 00		185,000 00		
16,000 00	• 13,400 00	1,226 00	30,626 00		8,879 10
40,000 00 300,000 00	100,000 00 200,000 00	40,196 61 16,863 33	180,196 61 516,868 33	81,798 95	14,457 88
44,000 00	200,000 00	110 00	44,110 00	5,253 18	
761,800 00			761,800 00		437,774 36
50,000 00	29,000 00	8,509 48	87,509 43		4,125 00
28,500 00 10,000 00		501 89	28,500 00 10,501 89	1,100 67 6,584 38	
13,500 00	2,300 00	301 35	15,800 00	1,216 10	
40,000 00	•••••		40,000 00	632 44	
20,000 00		675 00	20,675 00		226 39
20,000 00 50,000 00	7,500 00 31,500 00	675 00 393 75 7,520 00 82,520 00	27,893 75	0 000 70	1,256 62
295,500 00	300,000 00	82.520 00	89,020 00 628,020 00	2,820 79 5,383 14	
•••••	66,704 92	89,164 79	628,020 00 155,869 71		54,446 48
50,000 00	20,000 00	3,949 83	73,949 33	•••••	8,490 14
20,000 00	<b> </b>		20,000 00	3,440 73	
500,000 00 128,818 50	880,900 00	4,934 00 40 00	1,385,834 00 128,358 50	42,331 17 7,264 56	
25,000 00	25,000 00	4,816 56	54,316 56		8,401 06
80,000 00	120,000 00	83,494 39	203,494 89	•••••	22,763 64
25,000 00	30,000 00	14,371 66	69,871 66		8,168 87
9,480 00 1,862,000 00	2,000 00 1,810,000 00	36 04 41,844 70	11,516 04 3,713,844 70	478 52	61,030 86
50,000 00	25,000 00	-2,022 10	75,000 00	4,318 38	
1,500,000 00	500,000 00	85.078 49	2,085,078 49	89,553 88	
125,000 00	278,500 00	85,078 49 23,783 86 67,307 98 6,789 89	427,283 86 662,307 98 29,501 89 88,924 66	2,240 81	139,478 78
250,000 00 10,712 50	345,000 00 12,000 00	6.789 89	98 39, 501 89	768 02	189,478 78
50,000 00	35,500 00	8,424 66	88.924 66	6,794 09	l

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheets,

	Assets.				
NAME OF ROAD.	Cost of road and equipment.	Other permanent investm'ts.	Supplies, cash and current assets.	Total assets.	
Third Avenue Third Ward (Syracuse) Troy and Albia Troy and Cohoes	\$53,327 83 5,375,579 60 109,052 62 83,281 22 50,000 00	\$7,700 00 69,000 00	\$4,059 07 118,543 80 2,896 61 8,743 42	\$65,086 40 5,863,123 40 111,949 23 92,024 64 50,000 09	
Troy and Lansingburgh Twenty-third Street Utica Belt Line Utica and Mohawk Van Brunt St. and Erie Basin	1,264,651 45 475,240 15 49,853 11	5,906 67 9,400 00	30,816 10 104,152 65 13,869 65 295 49 4,418 50	644,321 53 1,378,204 10 489,109 80 50,148 60 107,924 94	
Washington St., Asy. & Park. Waterford and Cohoes Watervi't Turnpike and R. R. West Side (Buffalo) Woodlawn and Butternut St.	40,028 43	92,115 25	35,000 00 592 87 135,166 55 125 11 15,951 84	116,973 22 25,074 07 675,540 15 40,153 54 56,772 99	
Yonkers	180,498 51 \$61,385,406 06	\$3,021,015 24	405 35 \$2,993,772 17	180,898 86 \$67,400,193 47	

(Concluded).

SURFACE STREET.

September 30, 1889.

	LIABI	PROFIT AND LOSS.			
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$70,000 00 2,000,000 00 300 00 44,700 00 50,000 00	\$3,530,000 00 89,500 00 84,000 00	\$2,885 69 84,453 44 16,413 34 1,326 80	\$72,885 69 5,614,453 44 106,213 34 80,026 80 50,000 00	• \$5,735 89 11,997 84	\$7,799 21 51,330 04
300,000 00 800,000 00 150,000 00 32,000 00 75,000 00	300,155 00 471,500 00 300,000 00 15,900 00 25,000 00	17,876 55 108,842 75 17,922 21 150 00 8,800 00	617,531 55 1,179,842 75 467,922 21 48,050 00 .103,800 00	26,789 98 198,361 35 21,187 59 2,098 60 4,124 94	
28,800 00 25,000 00 240,000 00 5,000 00 30,000 00	65,000 00 400,000 00 21,675 00	38,244 31 38,071 98 34,757 62 4,666 44	132,044 31 25,000 00 678,071 98 39,757 62 56,341 44	74 07 395 92 431 55	15,971 00 2,531 80
20,000 00 \$32,685,327 94	292,500 00 \$29,171,418 09	14,104 05 \$4,409,009 88	326,604 05 \$66,285,755 91	\$2,656,333 41 1,541,895 85	145,705 19 \$1,541,895 8
			Net surplus	\$1,114,437 56	

TABLE

ROADS NOT IN OPERATION -

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD - WHERE LOCATED - NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Batavis, Albion and Lake Ontario Ry., from Batavis, Genesee county, to Oak Orchard Harbor, Orleans county of the Control of th

F.
Sueface Stram.
Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$3,100 00				80	l 
1,750 00	***************************************		\$1,750 00	16	! !
1,000 00			289 65	9	· · · · · · · · · · · · · · · · · · ·
3,600 00			1,881 43	8.64	
1,094,500 00		\$111,441 94	503,530 88	338	·   · · · · · · · ·
61,600 00		1,200 00	42,385 35	20	· 
				1	
10,000 00		65 36	10,064 62	3	
10,540 00		5,383 15	15,928 15	8	
68,000 00	•••••	92,756 81	160,436 07	35	
475,000 00	•••••		•••••	80	
600 00		129 00	729 00	6	
403,250 00	••••	4,401 08	407,074 22	32	· · · · · · · · · · · · · · · ·
4,020 00			8,886 00	5,42	
120 00		7,633 24	7,753 24	1	
1,460 00			51 30	8	
500 00				1.24	
6,000 00			827 15	60	
400 00			125 50	3.50	
1,250,000 00	\$1,248,665 88		2,498,665 58	56	
5,000 00	•••••	. 39 35	5,039 85	5	
9,565 00	••••••		5,400 00	6	
3,000 00		· · · · · · · · · · · · · · · · · · ·	•	30	
1,800 00		 		14.30	
1,760 00			946 57	13	
•••••	•••••			11	
275,800 00		135,932 12	191,924 37	130	l

TABLE F-

ROADS NOT IN OPERATION -

Statement of Location, Capital Stock, Funded and Floating Debt,

#### NAME OF ROAD - WHERE LOCATED - NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Treasurer, J. C. Drayton; General Office, 120 Broadway, New York city.

New York and East River R. R., from New York city to Connecticut State line

President. Joseph Pool; General Office, 423 Produce Exchange building, New York city.

New York and New Jersey Tunnel R. R., from City Hall, New York city, to Communipaw.

Jersey City, N. J. New York and New Jersey Tunnel E. R., from City Hall, New York city, to Communipaw, Jersey City, N. J.

Treasurer, Ogden P. Pell; General Office, 47 and 49 Liberty street, New York city.

New York Underground Ry., from City Hall to Kingsbridge, New York city.

Secretary, Louis H. Rullman; General Office, 120 Broadway, New York city.

Niagara Falls and Whirlpool Ry., from foot American Falls, Niagara river, to outlet Niagara river "The Whirlpool".

Secretary, Alex. White; General Office, Buffalo, N. Y.

Niagara River and Erie R. R., from Erie and Black Rock Railroad to Tonawanda.

Secretary, A. R. Macdonough; General Office, 21 Cortlandt street, New York city.

Oatka Valley R. R., from Le Roy, Genesee county, to Gaineaville, Wyoming county....

Vice-President, William Bristol; General Office, Warsaw, N. Y.

Oneonta and Earlville R. R., from Laurens to Earlville.

Treasurer, Rufus P. Luce; General Office, Hartwick, N. Y.

Oneonta and Richfield Springs E. R., from Richfield Springs to Oneonta

Treasurer, Rufus P. Luce; General Office, Hartwick, N. Y.

Ossining R. R., from Whitson Station, N. Y. and N. R. R., to Sing Sing, Westchester county.

President, John V. Cockeroft; General Office, Sing Sing, N. Y.

Otis Elevating Ry., from Mountain House Station, Catskill Mountain B. R. to North Lake, Greene county.

President, Charles L. Rickerson; General Office, 54 Harrison street, New York city.

Port Chester and Tarrytown R. R., from Port Chester, to Tarrytown, Westchester county.

W. Hingwa Director Port Chester N. V. W. J. Tingue, Director, Port Chester, N. Y. Rochester and Honeoye Valley R. R., from Rochester, to village of Honeoye Falls, Monroe county.

Treasurer, Henry D., McNaughton; General Office, Rochester, N. Y.
Rockland Lake R. R., from Conger's Station, West Shore Railroad, to Rockland Lake...
Secretary, L. O. Reeve, 432 Canal street, New York city.

Saratoga and St. Lawrence R. R., from Bombay to Moira.

President, Ernest G. Reynolds; General Office, Bombay, N. Y.
Schenectady, Albany & North Adams R. R., from Schenectady, N. Y., to North Adams, Mass.
Secretary, Henry J. Boyle; General Office, Albany, N. Y.
South Brooklyn R. R. and Terminal Co., from New York Bay, near Thirty, eighth street,
Brooklyn, to corner of Church and Flatbush avenues in village of Flatbush.

Secretary, Francis H. Bergen; General Office, Pier 2, New York city.

(Continued).
Surface Steam.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$670,100 00	\$264,000 00	\$102,180 00	\$960,980 00	127	
2,000 00		•••••••	2,000 00	12.24	
62,000 00	18,500 00	37,845 00	104,100 00	13	
17,000 00		•••••	17,000 00		
30,070 00			29,300 00	25.30	
8,600 00		529,715 68	538,315 68		
° 1,200 00		•••••	1,200 00	10.43	
130,900 00	••••••		104,440 00	31	•••••
4,075 00	•••••	•••••	3,737 16	<b>'</b> 2	
3,000,300 00	•••••	14,648 88	3,014,948 88	11	
19,000 00	•••••	•••••	••••	. 3	
12,700 00	•••••	•••••	••••	8	•••••
•••••	•••	•••••	966 59	25	•••••
4,200 00	•••••	•••••	4,200 00	42	•••••
8,200 00	•••••	•••••	3,200 00	32	•••••
1,750 00	***************************************	*************	345 57	3	
2,500 00	•••••	•••••	1,741 45	2	
2,000 00	•••••		••••	14	
13,000 00	••••			13	
80,000 00	•••••			2	•••••
17,700 00	•••••	•••••	5,900 49	16	
••••	•••••	•••••	••••	2	
80,000 00	100,000 00	••••••	100.687 28	8.50	
7,530 00	•••••		6,220 00	72	
<b>500,000</b> 00	1,200,000 00	27,130 00	1,714,640 43	4	

TABLE F-

ROADS NOT IN OPERATION -

Statement of Location, Capital Stock, Funded and Floating Debt,

#### Name of Road — Where Located — Name of President and Official Address.

South Cairo and East Durham R. R., from South Cairo to East Durham

Secretary, J. Freelon Gaylord; General Office, Catskill, N. Y.

Terminal Underground R. R., from City Hall Park, New York city, to Grand Central

Depot, Forty-second street.

Treasurer, Ogden P. Pell; General Office, 47 and 49 Liberty street, New York city.

Tilly Foster Mine R. R., from Tilly Foster Mines, at Tilly Foster, to Brewster's, Putnam

County.

Secretary, H. V. Vultee: General Office, 52 Wall street, New Nork city.

Twenty-third Street District Ry., from Ninth avenue to Second avenue, via Twentythird street, New York city.

Treasurer, J. C. Drayton; General Office, 120 Broadway, New York city.

Treasurer, J. C. Drayton; General Office, 120 Broadway, New York city.

Vicia & Unadilla Valley R. R., from Bridgewater, Oneida Co., to N. Berlin, Chenango Co.

Treasurer, D. E. Culver; General Office, 146 Broadway, New York city.

Washington County R. R., Greenwich to State line, near Granville.

Secretary, H. K. Opp; General Office, 38 Wall street, New York city.

Wellsville, Coudersport and Pine Creek R. R., from Wellsville, N. Y., to Genesee Forks, Pa.

Secretary, H. K. Opp; General Office, 98 Wall street, New York city.

Westchester Ry., from Harlem river, N. Y., to Danbury, Conn., with branches.

Secretary and Treasurer, Wm. F. Van Pelt; General Office, 19 William st., N. Y., city.

Williamsport and Binghamton R. R., from Binghamton, N. Y., to Pennsylvania State
line, near Little Meadows, Pa.

President, Francis M. Ward, 111 Broadway, New York city.

#### ELEVATED

East River Bridge and Coney Island Steam Transit Co., from Fulton and South ferries,
Brooklyn, to city line, near Twentieth street and Tenth avenue, Brooklyn...
President. A. R. Culver: General Office, 16 Court street, Brooklyn. N. Y.
Long Island Elevated By., from South ferry, Brooklyn, to city line, via Atlantic avenue,
with branch...
Secretary, Henry W. Maxwell, 192 Broadway, New York city.

SURFACE Christopher Street and James Slip Ferry Ry. Streets and avenues in New York city....
Secretary, Nathaniel S. Smith; General Office, 95 Nassau street. New York city...
Coney Island Surface R. R., certain streets and avenues in town of Gravesend....
President, W. C. Nicoll, General Office, 52 New street, New York city.
Crosstown Raliroad Co. of Rochester, from intersection of Bay street and North avenue,
Rochester, to Lincoln avenue and Chili avenue, in town of Gates.
Treasurer, A. Luetchford; General Office, R. chester, N. Y.
Elmira Transfer Ry., from intersection of State and Water streets to intersection of
State and Fifth streets, Elmira.
Tresident, A. A. McLeod; General Office, Elmira, N. Y.
Fifth Avenue Ry., from South Fifth avenue and Canal street, New York, to Central park
at Fifty-ninth street, via Fifth avenue.
President, Thomas B. Musgrave; General Office, 29 Pine street. New York city.
Fort Plain Street R. R., from N. Y. C. and H. R. R., in village of Nelliston, to village of Fort Plain Street R. R., from N. Y. C. and H. R. R. R., in village of Nelliston, to village of Fort Plain, with branches.

Secretary, Herbert C. Wood; General Office. Fort Plain. N. Y.
Fulton, Wall street and Cortland street Ferries R. R., certain streets in New York city.

Secretary and Treasurer, De Witt J. Apgar; General Office, 45 William street. New York city.

Madison Avenue and Eighty-sixth Street Ry., from Madison avenue and Eighty-fifth St., to Hudson river, via Eighty-fifth and Eighty-sixth streets and Transverse road. Secretary and Treasurer, E. V. W. Rossiter; General Office, Grand Central Depot. New York city.

Madison Avenue and Twenty-third Street R. R. from Madison Avenue and Forty-second.

(Continued).

#### SURFACE STEAM.

# Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$6,180 00		\$35 42	\$6,100 46	10	••••
1,750 00		3,852 48	5,543 67	6	ļ
800 00		631 58	819 27	2	<b></b>
500 00			•••••	1.24	· · · · · · · · · · · · · · · · · · ·
200,000 00	•••••		•••••	19.14	.71
		5,873 74	5,873 74	36	
12,992 45		9,550 20	22,542 65	12	
906,240 00		10,849 46	917,087 96	60	
• 543,100 00		<b></b>		19	
\$9,983,282 45	\$2,831,165 88	\$1,101,294 49	\$11,430,525 01	1,519.95	.70
*\$50,000 000 \$50,000 00	***************************************	\$49,933 69	15,175 22 965,108 91	6,50	
TREET.					
\$1,400 00			\$1,284 95	4	
5,270 00	•••••		5,270 00	. 5	
3,000 00				5	•••••
•••		\$996 78	996 78	.64	
10,650 00				3.50	••••••
			***************************************	1.50	•••••
700 00			•••••	2	•••••
2,000 00		2,155 98	4,155 93	1.75	•••••
2,000 00				1	

TABLE F-

ROADS NOT IN OPERATION -

Statement of Location, Capital Stock, Funded and Floating Debt,

#### NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

(Concluded).

SURFACE STREET.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$2,000 00			\$1,266 29	4	
2,500 00	\$7,000 00				
2,000 00				3	
4,000 00	•••••		577 30	3	
			••••••	1	
100,000 00	600,000 00			3	
1,200,000 00	700,000 00			7	
500,000 00	500,000 00			5	
2,900 00			2,900 00	14	
250 00				2.50	
\$1,838,670 00	\$1,807,000 00	\$3,152 71	\$16,451 25	67.89	

# TABLE G. ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

# ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.
Surface Steam Railroads.

	STEAM RA	TTROYDS	•		
	18	88.		u	389.
Capital Stock and Debt. Capital stock issued	585, 54,	218,711 672,851 827,360 718,923	75 76	58l 6	5,698,972 69 5,495,354 79 4,689,626 10 5,883,953 58
Cost of Road and Equipment	\$1,208,	848, 443	05	\$1,21	4,531,088 93
Earnings from Operation. From passenger transportation. From reight transportation. From express transportation. From express transportation. From miscellaneous sources	PASSENGER. \$43,113,260 69 2,750,808 72 3,670,145 77 1,060,717 67	FREIGH \$100,313,03	5 50	PASSENGER. \$44,630,491 83 3,538,651 36 3,596,617 90 990,536 92	GOD 100 974 19
Gross earnings from operation  Operating expenses	\$50,584,932 75 34,464,117,00 \$16,120,815 75	\$101,537,77 67,140,94 \$34,396,82	4 79	\$52,758,297 11 34,263,311 53 \$18,494,985 58	
Income Account. Gross earnings from operation, as above Less operating expenses	\$152,	122,705 605,061		\$15 10	3,537,208 19 1,729,493 88
Net earnings from opera'n Add income from other sources.	* <b>\$</b> 50,	517,643 732,752	94 57		1,807,714 31 4,985,649 49
Gross Inc. from all Sources.	\$56,	250,396	51	\$5	6,793,363 80
Deductions from Gross Income. †Interest. *Rentals of leased lines. Taxes. Miscellaneous. T'l ded'ct'ns from Gross Inc.	5,	,908,535 ,650,170 ,252,224 903,726 ,714,656	07 10 51	1	9,376,435 28 5,221,376 56 5,269,481 86 1,313,979 13
* Used by lessors, as follows (see Ta Interest Dividends Not designated	ble D):		8,	1888, ,569,059 51 ,621,721 42 ,459,389 14	1889. \$7,417,296 18 3,557,545 00 4,246,533 41
		_		.650,170 07	\$15,221,376 56

# TABLE G — (Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

## ROADS IN OPERATION.

Comparative Statement for years ending September 30, 1888 and 1889.
Surface Steam Railroads.

	1888.	· 1889.
Net Income from all sources	<b>\$</b> 15,535,7 <b>4</b> 0 <b>4</b> 6	\$15,612,090 97
Payments from Net Income. *Dividends	\$10,169,880 25 3,657 63	\$11,059,789 99 7,500 00
Total payments from net income	<b>\$</b> 10,173,537 <b>8</b> 8	\$11,067,289 99
Surplus	\$5,362,202 58	\$4,544,800 98
Mileage.  Miles of road built and operated	12,310.13 3,399.93 4,546.61 20,256.67 7,423.84 12,407.34	12,406.93 3,449.60 4,769.16 20,625.69 † 7,466.59 12,645.06
Equipment. Locomotives, 8 driversLocomotives, 6 driversLocomotives, 4 drivers	483 ( 894 3,000	519 1,007 <b>2,</b> 997
Total number of locomotives	4,377	4,523
Cars, first-class passenger	3,412 538 1,205	3,654 481 1,144
Total number of cars for passenger traffic	5, 155	5,309
Total number of cars for freight traffic	164,550	166, 108
Traffic and Mileage Statistics. Number of passengers carried, "through" Number of passengers carried, "local"	5,490,016   99,926,016	5,665,317 105,924,400
Total number of passengers carried	105,416,032	111,589,71
Number of passengers carried one mile	2,199,061,958	2,301,916,20
*Dividends as per above table	1888. \$10,169,880	
lessors, as per note on preceding page	3,621,721	
	\$13,791,601	67 \$14,617,334 9

<sup>†</sup> Figures for 1889 would show more increase but for fact that 69.85 miles of Lackswanna and Pittsburgh not operated during syear, and 19.40 miles of Bradford, Eldredard Cuba taken up are not included in total for 1889.

# TABLE G — (Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.
Surface Stram Railboads.

T	
1888.	1889.
51,077,589 48,954,194	48,717,033 51,040,503
100,031,783	99,75 <b>7,536</b>
12,731,459,729	12,888,675,746
43,126,576 63,419,073 28,127,709	43,991,535 61,526,331 24,103,020
134,673,358	129,620,886
2.30 1.57 0.73	2.29 1.49 0.80
80	\$1 20 78 42
0.5274	0.7819 0.5234 0.2585
1 06	\$1 64 1 10 54
1,309 56 8,248 31 5,454 12 2,794 19 12,357 52 8,253 77 4,103 75 1,736 68 1,495 20	\$4,252 32 2,761 63 1,490 69 8,122 79 5,437 78 2,685 01 12,375 12 8,199 41 4,175 71 1,639 60 1,419 09 4,068 99 1,072 50
	51,077,589 48,954,194  100,031,783  12,731,459,729  43,126,576 63,419,073 28,127,709  134,673,358  2.30 1.57 0.73  \$1 17 80 37  0.7975 0.5274 0.2701  \$1 60 1 06 54  \$4,109 21 2,799 65 1,309 56 8,248 31 5,454 12 2,794 19 12,357 52 8,253 77 4,103 75  1,736 68 1,495 20 4,025 69

# TABLE G — (Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES. ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.
Surface Steam Railroads.

	1888.	1889, .
Traffic and Mileage Statistics—(Continued).		
Average miles each passenger was hauled.	20.86	20.63
Average number of tons of freight per train	200.75	209.48
Average miles each ton was hauled	127.27	129.20
Average number of employees during year. Number of passengers carried for each one	106, 300	109,200
killed (excluding elevated roads)	6, 200, 943	5,072,259
*Percentage of net income to capital stock. Percentage of dividends declared to capital	03.03	03.06
stock	02.18	02.34
Percentage of gross income to cost of road and equipment	04.65	04.67
Percentage of operating expenses to gross earnings from operation	66.79	66.26
Percentage of passenger expenses to passenger earnings	68.13	64.94
Percentage of freight expenses to freight earnings	66.12	66.95

<sup>\*</sup> As the cost of road and equipment, capital stock and debt of lessor companies are included with operating companies under those heads respectively, the income of such lessor companies should be included in any computations based on those accounts, therefore the percentage of net income to capital stock is computed on the following basis:

# TABLE G—(Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES. ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.

ELEVATED STEAM RAILROADS.

	1888.	1889.
Capital Stock and Debt.		
* Capital stock	\$46,043,887 54	\$47,957,157 54
Funded debt	36,834,500 00	42,942,500 00
Floating debt	6,790,548 16	7,763,607 64
Total stock and debt	<b>\$89,668,935 7</b> 0	<b>\$98,663,265</b> 18
Cost of Road and Equipment	\$59,711,883 84	\$66,922,930 31
Earnings from Operation.		
From passenger transportation	\$9,626,419 13	\$10,861,686 71
From mail transportation	5,000 00	5,000 00
From miscellaneous sources	18,689 41	28, 564, 26
Gross earnings from operation	\$9,650,108 54	\$10,895,250 97
Operating expenses	5,407,139 07	6,157,115 42
Net Earnings from Operation	\$4,242,969 47	\$4,738,135 55
Income Account.	L	<u> </u>
Net earnings from operation, as above	\$4,242,969 47	\$4,738,135 55
Income from other sources	89,198 67	104,095 04
Gross Income from all Sources	\$4,332,168 14	\$4,842,230 59
Deductions from Gross Income.	l	
	\$1,819,882 83	\$1,958,746 65
Rentais of leased lines	36,500 00	162,909 61
Taxes	554,989 09	586,580 20
Total deductions from Gross Income	\$2,411,371 92	\$2,708,236 46
Net Income from all Sources	\$1,920,796 22	\$2,133,994 13
Desimanta from Nat Income		
Payments from Net Income.	\$1,300,000 00	\$1,430,000 00
		\$1,200,000 W
Surplus	\$620,796 22	\$703,994 13

<sup>\*</sup>This large amount is explained by the fact that the process of exchanging the stock of the Manhattan, Metropolitan and New York companies for the consolidated stock of the Manhattan company, under the consolidation agreement of August 1, 1884, is still uncompleted. When completed the total consolidated capital stock will be \$26,000,000. See reports of the companies in this volume. — Raibroad Commissioners.

# TABLE G—(Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

#### ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.
• ELEVATED STEAM RAILROADS.

	1888.	1889.
Mileage.		
Miles of main line and branches	52.48	59.67
Miles of additional track	62.89	69.97
Miles of sidings	18.12	18.27
Total miles of track	132.99	147.91
_ Equipment.		
Locomotives	392	429
Cars, nrst-class passenger	1,178 39	1,29 <u>4</u> 49
Miscellaneous Statistics.		
*Miles run by trains	9,650,164 192,539,022	11,065,986 217,239,326
Mumber of passengers carried	192,009,022	211, 200, 020
Per passenger carried:		F 01
Gross earnings from operation (cents).	5.01	5.01 2.83
Operating expenses (cents)	2.81 2.20	2.00 2.18
Not earnings from operation (cents)	2.20	
Per mile of road operated:	<b>0</b> 100 001 01	<b>♠100 €01 7</b> 7
Gross earnings from operation	\$183,881 64	\$182,591 77 103,186 11
Operating expenses	103,032 38 80,849 26	79,405 66
Cost of maintenance of way and struc-	00,040 20	70,200
tures	9,261 69	9,227 01
Cost of maintenance of equipment	10,850 25	12,001 78
Cost of conducting transportation	74,015 09	72,503 20
Cost of general expenses	8,905 95	9,454 11
Average number of employees during year	5,800	6,178 06.01
Percentage of net income to capital stock	05.67	00.0
Percentage of dividends declared to capi-	03.84	04.0
tal stock Percentage of gross income to cost of road	00:01	02.00
and equipment	07.25	07.24
Percentage of operating expenses to gross		
earnings from operation	56.03	56.53

<sup>\*</sup>In addition to this, which is "passenger" mileage, 5,687 "other mileage" is reported in 1888 and 12,157 miles in 1889.
† These computations are made on the following basis:

	1888.	1999.
Manhattan Elevated (Consolidated) stock	@26.000.000 00	\$26,000,000 00
Brooklyn Elevated stock	5,000,000 00	5,000,000 00
Fulton		15,0 <b>0</b> 0 00
Kings County Elevated	1.000,000 00	2,656,000 00
Sea View	190,752 54	190,752 54
Suburban Rapid Transit	641,800 00	641,865 00
Union, lessor		1,000,000 00
		40E E00 41E -
	233,832,617 54	\$35,503,617 54

# TABLE G—(Continued). ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

# ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.

Subface Street Railroads.

2,307,50 7,182,50 3,908,35 3,398,36 9,915,91 7,829,54 37,23 7,866,77 4,538,15	8 16 1 0 51 1 94 1 94 1 94 1 94 1 94 1 94 1 94 1	\$32,685 29,191 4,409 \$66,285 \$61,385 \$18,150 55 \$18,205 13,847	,418 ,009 ,755 ,406 ,508 ,024	91 06 47
3,908,35 3,398,36 9,915,91 7,829,54 37,23 7,866,77 4,538,15	8 16   0 51   1 94   2 45	\$66,285 \$61,385 \$18,150 55 \$18,205	,009 ,755 ,406 ,508 ,024 ,533	91 06 47
9,915,91 7,829,54 37,23 7,866,77 4,538,15	8 16 1 0 51 1 1 94	\$61,385 \$18,150 55 \$18,205	,406 ,508 ,024	06 —
7,829,54 37,23 7,866,77 4,538,15	0 51 1 94	\$18, 150 55 \$18, 205	,508 ,024 ,533	 47
37, 23 7, 866, 77 4, 538, 15	2 45	\$18,205	,024 ,533	
4,538,15	2 45 7 85			
3,328,61			, 121	
	4 60	\$4,358	,412	06
3,328,61 386,86	4 60 8 94	\$4,358 368		
		A		
338,48	8 15	378	, 125	49
2,769,55	4 41	\$2,801	, 117	12
\$945,92	9 13	\$1,925	,867	32
	1888.		1889.	
	22,158	8 00	59,6R	9 72
	\$338,488	8 15 \$3	78,12	5 49
	386, 86 3,715, 48 1,560,08 338,48 812,03 58,94 2,769,55	386, 868 94  3,715, 483 54  1,560,086 40 338, 488 15 812,034 31 58,945 55  2,769,554 41  \$945,929 13  1888. \$183,92 22,15 132,40 \$338,48	386, 868 94 368 3,715, 483 54 \$4,726  1,560,086 40 \$1,527 338, 488 15 836 58,945 55 58 2,769,554 41 \$2,801  \$945,929 13 \$1,925  1888	386, 868 94 368, 572 3,715,483 54 \$4,726,984  1,560,086 40 338,488 15 812,034 31 836,302 58,945 55 58,828 2,769,554 41 \$2,801,117  \$945,929 13 \$1,925,867  1888. 1889. 22,158 00 59,68 132,407 25 98,08 338,488 15 \$378,12

# TABLE G — (Concluded). ABSTRACT OF REPORTS OF RAILROAD COMPANIES. ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1888 and 1889.

Subface Street Railboads.

	1888.	1889.
Payments from Net Income.  * Dividends	\$1,395,033 38 360 46	\$1,380,408 22 26,919 87
Total payments from net income	\$1,395,393 84	\$1,407,328 09
Surplus	† <b>\$44</b> 9,464 71	\$518,539 23
Mileage.  Miles of road built and operated  Miles of additional track and sidings  Total miles of track	587.85 354.90 942.65	595 . 51 370 . 34 965 . 85
Equipment.  Horses	27,655 4 5,659	28,134 30 ‡5,900
Miscellaneous Statistics. Number of passengers carried	361,727,660	368,496,648
Per passenger carried: Gross earnings from operation (cents). Operating expenses (cents) Net earnings from operation (cents)	4.94 4.02 .92	4.94 3.76 1.18
Per mile of road operated: Gross earnings from operation	\$30,393 42 24,731 07 5,662 35 02.99 04.38 06.20 81.37 14,244	\$30,571 33 23,252 54 7,318 79 05.89 04.41 07.70 76.06
	1886	1889.

<sup>\*</sup>Total dividends as per above table and note, preceding page, \$1,417,191 38 \$1,440,097 94 †Deficiency. ‡Includes electric motor cars.

# TABLE H.

List of Railroad Companies from which no reports have been received for the Year ending September 30, 1889.

# ROADS NOT BUILT OR BUT PARTIALLY BUILT.

## STEAM ROADS - SURFACE.

NAME.	Date of	ch	arter.	Remarks.
Albany Terminal	Feb.	_,	1888	Letter filed with Board of R. R. Comm'rs Oct. 1888.
Allegany and Kinzua	Dec. Feb.	8, 28.	1887 1870	Never made a report.
	ł		1883	Corporate existence renewed by chap. 577, Law of 1880 See R. R. Comm'rs Report, 1883. Last report made was for year 1886.
Attica, Lockport and Lake Ontario Baldwinsville Branch Binghamton and South Western	Jan.	13,	1887	Last report made was for year 1896. Consolidated with Williamsport and No. Raster
Black River and St. Lawrence	June June	13,	1968 1880	Dec. 17, 1987, as the Williamsp't & Binghamton Last report made was for year 1888.
Branchport and Penn Yan	March	17.	1895	Never made a report. Never made a report.
Brighton (No. 1)	Jan,	28,	1880	Last report made was for year 1863.
Brighton (No. 1) Brighton (No. 2) Brighton Beach Broadway Central Underground Broadway and Rockaway Beach Broadway Underground Connecting	March Aug.	20.	1879	Last report made was for year 1898. Last report made was for year 1879.
Broadway Central Underground	June	9,	1879 1880	Never made a report.
Broadway and Rockaway Beach	March May	77	1880 1880	Last report made was for year 1896. Last report made was for year 1896.
		15.	1888	Last report made was for year 1888.
Brooklyn and Coney Island Central Brooklyn, Coney Island and Rockaway	Oct. Nov.	5, 28,	1876 1877	Last report made was for year 1885. Nothing ever done under the charter. See R. 1 Comm'rs Report, 1883.
Brooklyn, Flatbush and Rockaway Beach	Nov.	9.	1878	Never made a report.
Brooklyn, Flatbush and Rockaway Beach Brooklyn, Ft. Hamilton and Coney Isl'd. Brooklyn and Long Island Cable	March	9,	1881	Never made a report.
Brooklyn and Long Island Cable	March Dec.	31.	1879	Last report made was for year 1886. Never made a report.
Brooklyn and Long Island City Brooklyn and Long Island Trunk Line	March	31,	1883	Last report made was for year 1884.
Brooklyn, Rockaway and Coney Island	Jan. June	13,	1881	Last report made was for year 1883. Last report made was for year 1885.
Buffalo. Aurora and South Eastern	Dec.	29.	1871 1881	Never made a report.
Brooklyn, Rookaway and Coney Island Brooklyn Steam Transit Buffalo, Aurora and South Eastern Buffalo, Cayuga Valley and Pine Creek		21,	1882	See letter filed with Board of R. R. Comm's September 28, 1888.
Buffalo and Geneva (No. 1)	Feb.	248.	1886 1889	Never made a report.
Buffalo and Great Western	April	12,	1882 1883	Property sold and charter forfeited.
		28.	1883	Last report made was for year 1886.
Buffalo and South Park Belt Line Buffalo, Williamsville and Northern	June	29,	1887	Last report made was for year 1888.
Buffalo, Williamsville and Northern	June	8,	1888	Never made a report.
Buffalo and Williamsville	March	20,	1990	Last report, 1888. See letter filed with Board R. R. Comm'rs, January 23, 1890.
Canton and Waddington	March	13,	1884	Never made a report.
Central Dock and Terminal	May	31.	1889	
Central Saratoga	Oct.	23	1877	Pittsburgh, Lack. and Western, under new nas Last report made was for year 1885.
Charlotte and Lake View	July	25.	1881	Last report filed was for year 1886. Never made a report.
City Railway Company of New York	March	20.	1888	Never made a report. Last report made was for year 1888.
Doncourse	March	10,	1880	Never made a report.
Coney Island and Rockaway	March	14.	1878	Last report made was for year 1888.
Dampbell Hall Connecting.  Canton and Waddington.  Lontral Dock and Terminal.  Contral Saratoga.  Charlotte and Lake View.  City Railway Company of New York.  Columbia and Rensselaer.  Concourse.  Coneourse.  C		24, 5,	1888	See letter filed with Board of R. R. Comm December 7, 1888.
Delaware and North River. Dexter and Ontario. East Branch Connecting East Buffalo Terminal Eastern of Long Island. Sast River Tunnel. Erie and Central New York. Erie Rochester and Lake Ontario Term. Ear Rochester and Lake Ontario Term.	July	<u>6</u> ,	1889	•
East Branch Connecting	Sept.	27, 8	1889 1889	
East Buffalo Terminal	Feb.	13,	1883	Never made a report.
Eastern of Long Island	Dec.	27.	1878 1885	Last report made was for year 1884.
Erie and Central New York	April	9,	1870	Last report made was for year 1886. Last report made was for year 1887.
Erie, Rochester and Lake Ontario Term.	June	2,	1884	Never made a report.
and about many Delicini.	2 00.	17,	1881	Last report made was for year 1883. No exstruction, owing to litigation.
Fort Hamilton and Coney Island	Aug.	2,	1881 1887	Never made a report.
Fort Hamilton and Coney Island Fort Plain and Richfield Springs Fort Pond Buy	July	, f,	1887	Last report made was for year 1888.
#Onesce Palis	Mav	25	1882 1886 -	Last report made was for year 1884. Never made a report.
Frand Central Transit Co	July	10,	1884	See unverified statement filed with Board R. Comm'rs, December 20, 1888.
Preenwood Lake and Port Jervis Hancook and Pennsylvania	April	2,	1888 1889	Never made a report.  This is really the same Company as the Hanco and State Line, with amended articles.
Hancock and State Line	March	14,	1889	
ariem Kiver	Oct.		1883	Last report made was for year 1888.

# TABLE H — (Continued).

# ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

# STEAM ROADS—SURFACE.

	, <del></del>	,
NAME.	Date of charter	Remarks.
	4 0 1001	T
Highland Trans. Hudson	Aug. 8, 1881 Feb. 23, 1881	Last report made was for year 1885. Last report made was for year 1884.
Highland Junction Highland Trans-Hudson Hornelisville and West Union Hudson Connecting	Feb. 23, 1881 March 21, 1889	-
Hudson Connecting	Jan. 28, 1887	Consolidated with the Poughkeepsie and Conn., as the Cont. New England and Western. Last report made was for year 1898.
Hudson River and Boston	July 14, 1885	Last report made was for year 1898.
Hudson River and Boston	March 30, 1881 May 25, 1886 April 2, 1886	Last report made was for year inch.
Jamestown Short Line	May 25, 1886	Never made a report,
Kinderhook and Hudson	April 2, 1886 Jan. 9, 1889	See letter filed with R. R. Comm'rs. Oct. 31, 1889.
Kinderhook and Hudson Kinderhook, Valatie and Niverville Kinderhook, Valatie and Stuyvesant	Jan. 9, 1889 Jan. 15, 1887 July 28, 1887	Never made a report. Never made a report. See letter filed with R. R. Comm'rs, Oct. 31, 1889. Last report made was for year 1887. Last report made was for year 1887. Never made a report.
Kings County Centrel		Never made a report.
Kings County Central.  Kingston, Warwick and Raston.  Little Falls, Dolgeville and Piseco Lake.	Sept. 5, 1883	Last report made was for year 1887. Abandoned. See R. R. Comm'rs Report, 1884. See letter filed with R. R. Comm'rs, Dec. 16, 1889 See letter to Board of R. R. Comm'rs, vol. 2, p.
Little Falls, Dolgeville and Piseco Lake.	Sept. 5, 1883 Feb. 7, 1883 March 30, 1889 Feb. 12, 1881	Abandoned, See R. R. Comm'rs Report, 1884.
Lockport and Northern Long Beach Marine	Feb. 12 1881	See letter to Board of R. R. Comm'rs, vol. 2. D.
	<b>b</b>	
Long Island City and Sea Beach	March 18, 1886	Last report made was for year 1888. See letter filed December 24, 1889.
Madison Avenue Underground	June 9, 1890	Never made a report.
Madison Avenue Underground  Malone and Canada  Manhattan Beach Extension	June 1, 1883	Reported in 1983 that nothing had been done.
Manhattan Beach Extension	Dec. 16, 1882 June 19, 1877	Last report made was for year 1884. Last report made was for year 1883.
Midwaut, Amersfort and Coney Island	June 19, 1877 June 29, 1877 June 29, 1887	Never made a report.
Mohawk and Susquehanna Valley	June 29, 1887 May 12, 1888	See letter filed with Board. December 31, 1888.
Maniattan Beach Extension. Marginal. Midwaut, Amersfort and Coney Island. Mohawk and Susquehanna Valley. Monticello and Fallsburgh. Myrtle Avenue Branch. Neversink Valley. Newburgh and Poughkeepsie. New England, New York and Penn. New England and South Western. New England and Western. New Jersey and Staten Island Junction. New York Arcade. New York Arcade.	May 12, 1888 March 22, 1881	Never made a report. Last report made was for year 1884.
Neversink Valley	April 20, 1889	Amen report made was for your room
Newburgh and Poughkeepsie	April 20, 1889 March 3, 1887 Feb. 20, 1878	Last report made was for year 1987.
New England, New York and Penn	Feb. 20, 1878 April 22, 1885	Last report made was for year 1888. Last report made was for year 1886.
New England and Western	June 6, 1887	Last report made was for year 1993.
New Jersey and Staten Island Junction.	Dec. 14, 1886	Never made a report.
New York and Atlantic	Aug. 23, 1880	Last report made was for year 1888. Sold under foreclosure; reorganized as West
New York, Brooklyn and Rockaway New York Brooklyn and Sea Shore New York able New York and East River New York Greenwood and Coney Island New York Harbor New York Harbor New York Northern New York Richfield Spirs and Ciperte in New York Bockaway and Long Island New York Bockaway and Long Island New York Bockaway and Long Island New York Bockaway and Long Island New York Bockaway and Long Island New York Tunnel Northern of Long Island Oneida, Oneonta and New York Oneonta and Otego Valley Orange County		Brooklyn.
New York, Brooklyn and Rockaway	Oct. 12, 1880 Jan. 4, 1877	Last report made was for year 1886. Last report made was for year 1887.
New York Cable	Jan. 4, 1877 April 22, 1884 Dec. 16, 1881	Last report made was for year 1887.
New York and East River	Dec. 16, 1881	Last report made was for year 1886.
New York, Greenwood and Coney Island	Aug. 15, 1879 Jan. 15, 1887	Last report made was for year 1885. Never made a report.
New York and Long Island	Jan. 15, 1887 July 30, 1887	Never made a report.
New York Northern	June 25, 1883 Dec. 15, 1882 Feb. 20, 1880	Never made a report.
New York, Michneid Spigs and Urpertein.	Dec. 15, 1882 Feb. 20, 1880	Last report made was for year 1884. Last report made was for year 1884.
New York, Sea Beach and Coney Island.	Sept. 5, 1878	Never made a report.
New York Tunnel	June 28, 1880 March 23, 1881	Last report made was for year 1885. Last report made was for year 1885.
Oak Hill Iron.	May 21, 1880	Never made a report.
Oneida, Oneonta and New York	Aug. 20, 1889	-
Oneonta and Otego Valley	Sept. 10, 1887 Dec. 3, 1888	See letter filed with Board December 31, 1888.
Ottawa, St. Lawrence and Schenectady	Dec. 3, 1888 Feb. 10, 1885	Never made a report.
Orange County. Ottawa, St. Lawrence and Schenectady. Ottawa, Waddington and New York Bailway and Bridge Co. Oyster Bay Extension.	Ton a some	· .
Owster Bay Extension	Jan. 2, 1884 Aug 31, 1886	Never made a report.  Road built and operated by Long Island R. R.
	Į.	Road built and operated by Long Island R. R. Co. See report 1889 Long Island R. R. Co.
Peekskill ValleyPelham and Portchester	May 24, 1887 Jan. 18, 1872	Never made a report. Said to have been sold for \$500. See Railroad
	0 841. 10, 18/2	Commissioners' Report, 1883.
People's Rapid Transit	Sept. 11, 1888	Never made a report.
Perth Amboy	May 5, 1885 Jan. 27, 1888	Never made a report.
Bar	21, 1900	Consolidation of the Warren, Sugar Grove and Mayville of New York with company of same
Dittahuseh Taskswanns and Western	1	title of Pennsylvania.
Portage and Cuba Low Grade	March 28, 1882	Last report made was for year 1886.
Port Dickinson and Chenango River	April 4, 1881 June 5, 1888	Practically abandoned. See report of 1886.
Pittsburgh, Lackawanna and Western. Portage and Cuba Low Grade. Port Dickinson and Chenango River Poughkeepsie Bridge Poughkeepsie and Connecticut	June 5, 1888 Sept. 14, 1888	Last report made was for year 1888.
		title of Central New England and Western.
Poughkeepsie Connecting Poughkeepsie and Delaware Valley Poughkeepsie, Hartford and N. England	Jan. 28, 1887	Last report made was for year 1887.
Ponghkeensie Hartford and N. Sneland	Feb. 16, 1887 Sept. 10, 1887	Last report made was for year 1888.
		Western as Penn., Poughkeepsie and Boston.
Poughkeepsie and South Western	March 9, 1883	title of Pennsylvania. Changed to Central New York and So. Western. Last report made was for year 1886. Practically abandoned. See report of 1886. Last report made was for year 1888. Consolidated with Hudson Connecting under title of Central New England and Western. Last report made was for year 1888. Consolidated with Ponghkeepsie and South Western as Penn. Poughkeepsie and Boston. Consolidated with Ponghkeepsie, Hartford and N. Eng. as Penn., Poughkeepsie and Boston.
Ponchkeensie Terminal	May 19, 1887	N. Eng. as Penn., Poughkeepsie and Boston. Last report made was for year 1887.
Prospect Park and Sea Side	May 19, 1887 July 17, 1879 Oct. 8, 1881	Never made a report.
Poughkespsie Terminal	Oct. 8, 1881	Never made a report.
MUQUESTER RIG LAKE DESCR	Feb. 1, 1888	Reorganization of Rochester and Ontario Belt,
		which was sold on foreclosure August 8, 1887. Capital of the new company subsequently sur- rendered to R., W. and O. Terminal.
10	l	rendered to R., W. and O. Terminal.

# TABLE H — (Continued).

# ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

# STEAM ROADS - SURFACE.

NAME.	Date o	f char	rter.	Remarks.
Rochester, Lake Side and Braddock Bay Rochester and Southern Rochester Terminal	July May June	11, 1 11, 1 22, 1	881 881 886	Last report made was for year 1884. Last report made was for year 1884. Letter filed with Eatlroad Commissioners, Sept. 20, 1889, stating company to be defunct.
Rochester and Windsor Beach. Rockaway B'oh and Far Rocka'y Marine Rockaway Surf	June Aug. May	4, 1 27, 1 17, 1	.879 .880	Never made a report.  President writes to Railroad Commissioners that nothing is being done.
Rockaway Beach Transit	Dec. Oct.	11, 1 27, 1 13, 1 10, 1	884 - 882 - 888 :	Last report made was for year 1885. Never made a report. Last report made was for year 1884. Never made a report.
Rome and Sylvan Beach Schenectady & Ogdensb. Narrow Gange. Sea Beach and Sheepshead Bay Sea Side Transit	April Nov. Aug. April	_ 1	888 881.   886.   880	Never made a report. Last report made was for year 1887. Never made a report. Last report made was for year 1888.
Sheepshead Bay and Coney Island  South Brooklyn and Flatbush	June	2, 1 29, 1	877	Last report made was for year 1883. Unable to obtain right of way. Name changed to South Brooklyn Railroad and
South Ferry and Sea Side Direct Transit	! -	13, 10	İ	Terminal, October 6, 1887. Consolidated with Brooklyn Sub. Railway Co.,
Squaw Island	Feb. March	20, 10 6, 10	886 `	March 5, 1886. Last report made was for year 1884. Never made a report.
Scattle Island Northern	DE SEL CIT	10, 10	986 1	Last report made was for year 1885.  Last report made was for year 1888. See letter filed December 24, 1889.
Staten Island Terminal Syracuse and Ontario Syracuse, Phœnix and Ontario	Nov	13, 18 23, 18 8, 18	16R1	Never made a report. Never made a report. Never made a report.
Syracuse and South Bay	July	10, 18 28, 18 21, 18	996 896 '	Last report made was for year 1887. Never made a report.
Terminal Union. Tonawanda, Genesee Val. and Pine Cr'k Tonawanda, Wiscoy and Genesee Valley Troy and Averill Park Troy and Chatham.	Dec.	2, 10	881	Lastreport made was for year 1883. Last report made was for year 1886.
Troy and Averili Park Troy and Chatham. Tunnel Extension.	Oct. Dec. June	8, 18 15, 18 7, 18	986 881 982	Last report made was for year 1887. Last report made was for year 1896. Last report made was for year 1894. See chapter 555, Laws of New York, 1889.
Tunnel Extension. United States Harvey Way Con. Co. Utica, Adirondsck and Saratoga. Warren, Sugar Grove and Mayville		5, 18 21, 18	988 985	Consolidated February 27, 1868, with company of same name in Pennsylvania as the Pittaburgh, Chautauoua and Lake Erie.
Wellsville and Fillmore Wellsville, Honeoye and Ceres West Brooklyn	Nov. March May	28, 18 3, 18 2, 18	382	Never made a report. Never made a report.
Wellsville and Fillmore Wellsville, Honeoye and Ceres. West Brooklyn. Westfield and Chantauqua. West Shore and International Bridge Williamsport and Binghamton.	July May Dec.	8, 18 23, 18 17, 18	386 382 '	Reorganization of New York and Atlantic. Merged in Chaut'qua Lake R. R. Co., Dec. 29, 1888 Nover made a report. Consolidation of Binghamton and So. Western and Williamsport and North Ractern. Last report made was for year 1888.
Williamsville, Marlborough and Buffalo. Windsor Beach and Ontario	Jan. Nov.	27, 18 30, 18	88 87 !	Last report made was for year 1888. Capital stock of this company surrendered to R., W. and Ogdensburgh Terminal, Feb. 21, 1888.
Youngstown and Buffalo	Jan.	21, 18	888	Never made a report.
Stea		AD8 -	— I	ELEVATED.
Brooklyn City Brooklyn Elevated and Atlantic Beach Central		6, 18	79 186	Last report made was for year 1885. Last report made was for year 1885. Corporation dissolved by order of Sup. Court, entered in Kings Co., March 2, 1889. Sold by sheriff. See R. R. Com; re Report, 1883.
High Bridge Elevated New York and Brooklyn Ocean Palace Rockaway Sea Side	May Feb. Dec	25, 18 21, 18 15, 18	83 81	Sold by sheriff. See R. R. Com're Report, 1888. Last report made was for year 1985. Never made a report.
Rockaway	May	22, 18		Never made a report. Never made a report.
Street 1	Roads	— I	Нон	RSE OR CABLE.
Amsterdam ElectricAtlantic CableAuburn and Owasco Lake Electric	June Sept. June	20, 18 24, 18 29, 18	88 88 89	Never made a report. Never made a report.
Atlantic Cable. Auburn and Owasco Lake Electric. Boutenberg. Bowery Bay and Hunter's Point. Bridge Tunnel.			86 81 86	Last report made was for year 1896. Never made a report. Consolidated with the Brooklyn Sub. Ry. Co.
			84	March 5, 1886. Lust report made was for year 1885. Lust report made was for year 1884. Lust report made was for year 1885.
Broadway. Broadway. Lexingtou and Fifth Avenue Brook Avenue. Brooklyn Annex. Brooklyn Bridge and South Ferry. Brooklyn and Jersey City Ferry.	Dec. Oct. July	24, 186 29, 186 26, 186	85 87 ·	Last report made was for year 1887. Never made a report. Never made a report.

# TABLE H — (Continued).

# ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STREET ROADS - HORSE OR CABLE.

NAMP.	Date of c	harter.	Remarks.
Describer Unishin	Anvil	1 1997	Never made a report.
Brooklyn Heights	April March I March	9, 1886	Never made a report.
Brooklyn Suburban	March	7, 1887	Never made a report.
Broome and Delancey Street Crosstown.	Jan. 1	6, 1896 9 1998	Never made a report. Never made a report.
Brooklyn Suburban Broome and Delancey Street Crosstown. Broome, Delancey and Spring Street Burnet Street Car Co	Sept. July 1	6, 1896 8, 1886 7, 1896 0, 1886	Last report made was for year 1887.
Catekill City Chambers Street Crosstown Chambers Street.		0, 1885	Last report made was for year 1887.
Chambers Street Crosstown	Dec. June	2, 1879 2, 1884 9, 1885	Never made a report. Never made a report.
Citizens'	Oct.	9, 1885	N ever made a report. Never made a report.
Citizens' Electric (Buffalo). Citizens' Street R. R. Co. of Rochester. Citizeus' Surface (Hornellsville)	Nov.	5, 1887 6, 1985 10, 1888	Never made a report. Never made a report.
Citizens' Surface (Hornellsville)	May I Feb.	0, 1888	Never made a report.
Coney Island Electrical	June April 1	2, 1887	Never made a report.
Coney Isl., Sheepshead Bay & Ocean Av.	April 1	3, 1890	Never made a report.  Abandoned. See letter filed with R. R. Commissioners October 4, 1889.
Coney Island Transit Co	March June 2	9, 1890	Never made a report.  Never made a report.  Reports charter to have expired. See letter filed.  December 31. 1887.
Coney Island Transit Co	June 2	8, 1886	Never made a report.
Court Street and Elverside			December 31, 1887.
Deerfield and Utica	May May 2 June 1 March	8, 1888	Never made a report.
East Chester	May 2	9, 1886	Never made a report.
Rest River and Newtown	March	9. 1885	Last report made was for year 1884. Never made a report.
East Side of Rochester	July	7, 1887	Never made a report.
Deerfield and Utica.  East Chester East and North River East River and Newtown.  East River and Newtown.  Eleventh Ward East and West Ferries.  Ferry Crosstown.  Fifth Avenue Ballroad.	July March April 2 Jan.	7, 1889 7 1887	Never made a report.
Verry Crosstown	Jan.	6. 1885	Never made a report.
Fifth Avenue Railroad	Dec. 2		Last report made was for year 1885.
Fifty-ninth Street Fifty-third Street	Dec. 2	10, 1884	Never made a report.
Fifty-ninth Street. Fifty-third Street and Rastern Boulevard. Fishkill and Mattawan. Fishkill and Gollege Point. Flushing and College Point. Flushing and College Point Electric. Fonda and Fultonville. Fort Plain.	Jan.	11, 1896 24, 1896 16, 1896 9, 1887 6, 1884 7, 1887	Never made a report.
Fishkill and Matteswan	Feb.	M, 1886	Last report made was for year 1887.
Finahing and College Point Klectric	July 2	9. 1887	Never made a report. Never made a report.
Fonds and Fultonville	Oct.	6, 1884	Abandonad
Fort Plain	Nov.	7, 1887	See letter filed with Board of H. R. Comm'rs
		5, 1877 1, 1887	See letter filed with Board of R. R. Comm'rs September 29, 1888. Last report made was for year 1884.
Forty-second Street Crosstown Franklin Avenue			Capital surrendered to and company merged in the Brooklyn City and Newtown R. R. Co., Santamber 28, 1887.
Fulton and Cortlandt Street Ferry	Sept.	5, 1884 4, 1887	Never made a report. Never made a report.
Fulton Street Crosstown	I MATCH	3 1846	Never made a report. Never made a report.
Greenpoint, Prospect Park & Greenw'd. Harlem Crosstown. Harlem and Riverside Park. Harlem River and Woodstock	April 2	4, 1866 9, 1886	Last report made was for year 1884.
Harlem Crosstown	Oct	9, 1886	Never made a report. Never made a report.
Harlem River and Woodstock	Aug.	15, 1885 30, 1886 39, 1888	Never made a report. Never made a report.
		9, 1888	Never made a report.
Hornellsville Houston and Hoboken Hunter's Point Ave. and Calvary Cem'r	Jan. Oct.	IU. 1000	Never made a report. Never made a report.
Hunter's Point Ave. and Calvary Com'r	Ogt.	7, 1886 16, 1888	
Hadron Flectio	1 C.L.	AL 1888	Never made a report.
Huntington Street.	July 2	3. 1889	Never made a report.
Kingsbridge Cable	March March	5, 1866	Never made a report. Never made a report. Last report made was for year 1884.
Laurel Hill, New Calvary & Lu. Cem'try.	Ang.	4. 1894 4. 1894	Never made a report.  Last report made was for year 1884.
Lexington Avenue and South Ferry	Aug. March	0, 1886	Nover made a report, See letter filed with R. R. Comm'rs Dec. 30, 1889.
Hintington Street.  Jerome Avenue.  Kingsbridge Cable.  Luriel Kill, New Calvary & Lu. Cem'try.  Lexington Avenue and Fourteenth St.  Lexington Avenue and South Ferry.  Lyons  Manhat tan Surface.  Metropolitan Croestown.  Metropolitan Surface.  Middletown.  Montague Street.  Morris Avenue.  Mount Vernon and East Chester R. R.  Kassan Cable.  Kawburgh	Jan.	M, 1889	See letter filed with R. R. Comm'rs Dec. 30, 1889.
Manhattan Surface	March 2	22. 1869	Last report made was for year 1887.
Metropolitan Surface	April March Oct.	7, 1885	Never made a report.
Metropolitan Surface	Jan. 2 May 3	23. 119200	Never made a report.
Montague Street	Oct.	1, 1889 3, 1885	Never made a report.
Morris Avenue	July 1	6. 1885	Last report made was for year 1886.
Mount Vernon and East Chester R. R	Aug.	2, 1885 5, 1884	Never made a report. Last report made was for year 1884.
New Rochelle	Aug.	1, 1882 8, 1885	Last report made was for year 1882. Capital stock surrendered to New Rochelle and
New Rochelle	Aug. 1	8, 1885	
New York, Brooklyn and Sea Beach	June 2 May 3	1, 1878	Nothing done. See R. R. Comm'rs Report, 1883. Last report made was for year 1884.
New York City	May 3	1, 1878 11, 1884	Last report made was for year 1884.
New York and Palisade	Feb.	EL 1895).	
New York Surface	Feb.	1, 1886 1, 1886	Never made a report. Never made a report.
Morth and East River	June 3 July 2	D. 1885	Last report made was for year 1001.
North New York	Sept. 1	0, 1885 2, 1885 3, 1887	Last report made was for year 1888. Never made a report.
Ocean Beach and Sheepshead Bay	John 1		Last report made was for year 1885.
Ocean Parkway Transit	July 2	0, 1888 1, 1896	Never made a report. Never made a report.
New York, Brooklyn and Sea Beach	, 2000, 0	., 1070	Atorox Mado a roport.

# TABLE H -- (Continued).

# ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

# STREET ROADS-HORSE OR CABLE.

NAME.	Date of charter.		. Remarks.
One Hundred and Sixteenth Street and Fort Lee Ferry. Pelham and Travers Island	Sept.	8, 1885 18, 1889	Never made a report.
People's Electric (Buffalo)	Jan.	19, 1588	Never made a report.
People's Surface	Nov.	17, 1895	Last report made was for year 1887.
Port Chester and Rye Beach	Jan.	24, 1887	Last report made was for year 1887.
Pt. Chester, White Plains & Tarrytown.	Aug.	18, 1888	Never made a report.
Port Jervis and Suburban	Sept.	9, 1889	
Prospect Park and Clarkson Street		28, 1878	Lease of right of way assigned to Kings Coun Central R. R. Co.
Queen City Rochester Cable	Aug.	5, 1887	Never made a report.
Rochester Cable	July	9, 1887	Never made a report.
Rochester City and Brighton Terminal.	Aug.	9, 1887	Never made a report.
Rockland Lake and Valley Cottage.	Nov.	22, 1882	Never made a report.
Salina and Oakwood	March	22, 1886	Never made a report.
Saratoga	Jan.	28, 1887	Never made a report.
aratoga Electric	July	8, 1889	
Sea Breeze Avenue	Nov.	30, 1880	Last report made was for year 1887.
Seneca Falls, Restvale and Cayuga Lake	Jan.	29, 1886	Never made a report.
South Beach South Brooklyn	UCL.	9, 1888	N
South Brooklyn Street	Sur	2, 1879	Never made a report.
Southern Boulevard		29, 1886 27, 1845	Never made a report. Last report made was for year 1888.
Staten Island Sea Beach	March	20, 1000	Last report made was for year 1000.
St. Nicholas Avenue and Crosstown.	Oot	26, 1885	Never made a report.
Speer Quick Transit Co. (Cable)		25, 1879	Never made a report.
Syracuse	June.	6, 1887	Never made a report.
Syracuse Union	July	9, 1888	Never made a report.
Phirty-first Street	Ang.	6, 1885	Never made a report.
Chirty-eighth and Thirty-ninth Street	May	16, 1884	Never made a report.
Inion Passenger R'v and Transfer Co.	June	25, 1885	Never made a report.
Valatie and Kinderhook	Dec.	1, 1888	
Watertown	Sept.	28, 1887	Never made a report.
Wall Street Ferry	Feb.	23, 1888	Never made a report.
West Side of Rochester	Aug.	6, 1887	Never unde a report.
Yonkers Street	Fab.	2, 1886	Never made a report.

# TABLE H — (Concluded).

Roads partially or wholly built, but which have been partially or wholly absorbed by other companies, or whose operation has been suspended for various reasons.

STEAM ROADS - SURFACE.

NAME.	Date of	charter.	Remarks.
Brooklyn and Montauk	Nov.	20, 1879	Capital stock surrendered and company merge
Canandaigua Lake	July	21, 1887	in the Long Island R. R. Co. Capital stock surrendered and company merge
Lincoln Park and Charlotte	Dec.	1, 1888	in Elmira and Lake Ontario R. R. Co. Capital stock surrendered and company merger
Long Island City and Flushing	March	11, 1881	in the Buffalo, Rochester and Pittsburgh. Capital stock surrendered and company merger
Mayville Extension	June	4, 1881	in the Long Island R. R. Co. Capital stock surrendered and company merger
Nanuet and New City	May	23, 1871	in the Chautauoua Lake R. R. Co. State Engineer's Report, 1879, says it is a part o New Jersey and New York R. R., and tha company, in R. R. Comm'rs' Report, 1883, sa
Newburgh and New York	Feb.	10, 1965	they own Nanuet and New City R. R. State Engineer's Report, 1878, says, not con structed, but leased to Erie R'y Co., and u report has since been made.
New York and Brighton Beach	Dec.	18, 1878	Has not been operated for many years: recently
New York, Fordham and Bronx	Nov.	30, 1883	sold to satisfy creditors.  Capital stock surrendered and company merge
Norwood and Montreal	March	11, 1884	in the Suburban Rapid Transit Co. Capital stock surrendered and company merge in the Rome, Watert'n & Ogdensb'gh R. R. Co. [In R. R. Comm'rs' Report, 1883, vol. 2, page 48 a letter from E. B. Hinsdale, says: "The New town and Flushing has not been operated fo seven years and there is nobody to represen
Newtown and Flushing	Dec.	8, 1871 30, 1870 1, 1874 1, 1875	it. The N. Y. and Rockaway is operated b Long Island R. R. Co., under lease, lesse paying interest on the bonds. Its corporat existence is much like that of Newtown an Flushing and nobody to report anything Flushing, N. Shore and Central does not ow or operate a mile of road; wiped out by fore closure and part of it abandoned. Souther Hempstead Branch has been foreclosed an is idle."
Rome, Watertown & Ogdensburg Ter	June	22, 1886	Capital stock surrendered and company marga
Syracuse, Phœnix and Oswego	April	22, 1896	in the Rome, Watert'n & Ogdensb'g R.R.C. Capital stock surrendered and company merge
West Side and Yonkers	July	21, 1878	in the Rome, Watert'n & Ogdensb'g R.R. Ogdensbig to the Capital stock surrendered to and company absorbed by the New York City and Northern as appears by articles filed with Secretary C
Yonkers Rapid Transit (Yonkers Div.) Yonkers Rapid Transit (N. Y. Div.)	June	8, 1880 4, 1881	State, July 16, 1887.  Merged in New York and Northern.  Merged in New York and Northern.

TABLE I.

Statement of Accidents on Surface Street Roads for the Year ending
September 30, 1889.

	PASSED	GERA.	EMPLO	YEES.	Отн	ERS.	Tot	MI.
NAME OF ROAD.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Avenue Broadway of Brooklyn Broadway and Séventh Avenue Brooklyn, Bushwick and Queens Co Brooklyn City.		5 2 4 8	1	 1	 1 1 3	3  2 1 14	 2 1 3	8 2 7 1 28
Brooklyn City and Newtown Buffalo Buffalo East Side Central Crosstown Central Park, North and East River		6 2 3 		::::	1  1 2	3  1 2	1  2 2	9 2 3 1 7
Chambers Street and Grand St. Ferry Christopher and Tenth Street Coney Island and Brooklyn Dry Dock, East B'dway and Battery Eighth Avenue		1 1 7 6		 3 	•···· •···· 2	2 3 2 3	 2	4 4 10 2 9
Forty-second St. and Grand St. Ferry Forty-second St., Man'e & St. Nic's Av. Fourth Ward (Syracuse) Grand Street and Newtown Har. B'dge, Morrisania and Fordham.		6 3  2 1			••••	8 3 1 1 1		14 6 1 3
Houston, West St. and Pavonia Ferry Ithaca. New York and Harlem New Williamsburgh and Flatbush Ninth Avenue		 6 4		:::: :::: <b>i</b>		1 5 1 2		4 1 11 5 7
Ogdensburgh Pelham Park. Prospect Park and Coney I., city div. Rochester Electric South Brooklyn Central		4 8 4 1 1	•••••		 1	 "i	 "i	4 8 4 2 1
Steinway and Hunter's Point Second Avenue Sixth Avenue Syracuse and Onondaga Third Avenue	1	10 5 2 	i		 1	 5 4 1	 1 2 	1
Troy and Albia Twenty-third Street Utica Belt Line. Waterviiet Turnpike and Railroad. Woodlawn and Butternut Street		 8 6 1		::::	1 2 	6	1 2 	
	- 5	130	2	7	16	80	23	217

# REPORTS

OF

SURFACE STEAM RAILROAD COMPANIES.

Income Account for Year E	nding Septe	mber 30, 1889.	
Gross earnings from operationLess operating expenses (excluding all taxes	в)		\$77,186 66 84,443 81
			\$7,256 15
Income from other sources, as follows, viz.: From New York, Lake Erie and Western Ra on account of guarantee to meet deficiency applied to pay interest on mortgage indeb Interest on bonds owned.  *By old rails sold  *By insurance money (damage from fire) Accrued interest on bonds of other companie	in net earning tedness	28, \$8,530 23 2,400 00 5,378 52 594 00	17, <b>302 7</b> 5
Gross income from all sources			\$10,046 60
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road Taxes on earnings and capital stock Interest on floating debt.		\$19,850 00 466 78	
			83,542 \$3
Deficit for year ending September 30, 1889	•••••		\$23,495 72
General Inco			
Deficit for year ending September 30, 1889 Surplus up to September 30, 1888		······	\$23,495 73 18,582 24
Total deficit September 30, 1889			84,913 49
Analysis of Gross Earnings  EARN	_	Freight	Total.
Freight, through and local	\$12,087 96 2,846 04 1,142 21	1,890 81 78 71	\$52,701 43 19,067 96 2,846 94 1,142 21 1,390 31 78 71 \$77,196 65
OPERATING	Erpruses		
Maintenance of way and structures: Bepairs of track		\$5,349 87	\$6,979 37
Repairs of road-bed	633 90	1,267 79	1,901 60
cattle-guards). Repairs of stations, shops, docks, etc Fences Other expenses for maintenance of way and	1,278 62 58 08 40 19	2,557 22 116 16 80 39	3,835 84 174 24 120 58
structures		80,068 90	40,603 37
Total	\$14,175 26	\$39,439 83	<b>\$</b> 53,615 09
Maintenance of equipment:  Bepairs of locomotives	. \$845 46 555 44 72 75	\$1,690 90 998 62 145 46	92,536 86 1,554 06 218 21

<sup>\*</sup>These items are erroneously embraced in "income from other sources;" the first should go to credit of account to which this material, which replaced it, was charged; the second to credit of proper operating expenses. — R. R. Commissioners.

\$1,478 65

\$2,834 96

\$4,308 63

102,600

# Addison and Pennsylvania.

# Analysis of Gross Earnings and Operating Expenses—(Continued).

		F	
	Passenger.	Freight.	Total.
Conducting transportation:		·	
Wages of conductors and men	\$2,090 33	\$3,903 47	\$5,993 80
Wages of engineers and firemen	1.959 26	8,918 50	5,877 70
Fuel for locomotives	400 01	800 02	1,200 0
Oil and waste	214 87	429 74	644 61
Water supply Other train supplies or expenses	1 90	3 80 52 89	5 70
Wages of station agents and clerks	52 46 1,481 25	2,962 46	105 34 4,443 7
Wages for labor at stations	638 53	1,277 02	1,915 50
Station supplies	117 88	235 74	358 6
Total	\$6,956 49	\$13,583 64	\$20,540 1
General expenses: Salaries of general officers and clerks	<b>61</b> 470 01 1	***********	A4 410 C
Stationery and printing	\$1,472 21 133 69	\$2,944 40 267 87	\$4,416 61 401 0
Lagal expenses	9 40	18 80	28 2
Logal expenses Loss and damage of freight and baggage	17 56	35 08	52 6
Damage to cattle and property	15 17	80 33	45 50
Insurance Telegraph maintenance and operation	62 84	125 66	188 5
Telegraph maintenance and operation	175 07	350 13	525 20
Other general expenses	107 09	214 17	821 2
Total	\$1,993 02	\$3,985 94	\$5,978 96
Grand total operating expenses	\$24,598 42	<b>9</b> 59,844 39	\$84,442 8
Cost of road and equipment			\$1.812,019 9
Due by agents	•••••	• • • • • • • • • • • • • • • • • • • •	827 84
Sundries	• • • • • • • • • • • • • • • • • • • •	••••••	1,879 00 400 0
Profit and loss (deficiency)		• • • • • • • • • • • • • • • • • • • •	4.913 4
	••••••		
		•	\$1,319,539 81
LIABIL			
Capital stockFunded debt	••••••	••••••	\$590,500 00 487,939 31
Current liabilities, as follows, viz:			
Interest on funded debt due and accrued			1,475 00
Open accounts			756 06
Loans and bills payable			
Cash deficit			224,824 70
	••••••		224,824 70
	\	-	224,824 76 14,044 6
Traffic and Wil	`	•	224,824 76 14,044 66 \$1,319,539 81
Traffic and Mile	oago Statisti		224,824 70 14,044 60 \$1,319,539 81
	oago Statisti		224,824 76 14,044 6 \$1,319,539 8 Through
	oago Statisti		224,824 76 14,044 6 \$1,319,539 8 Through
	oago Statisti		224,824 76 14,044 64 \$1,319,539 81
	oago Statisti		224,824 76 14,044 64 \$1,319,539 81
Number of passengers carried	oage Statisti	08.	224,824 71 14,044 64 \$1,319,539 81 Through and local 76,344 1,068,764 78,900 1,972,500
	oage Statisti	08.	224,824 7 14,044 6 \$1,319,539 8 Throug and loca 76,34 1,068,76 78,90 1,972,50

Total train mileage.....

#### Traffic and Mileage Statistics - (Continued).

Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile.	80 0216 46 54,110 45	\$24,598 42 32 023 49 59,844 39 76 03 1 16	\$1,522 21 02 0014 03 · 5,733 94 07 003

#### ITEM.

#### Description of Road and Equipment.

	MILES	OWNED.
TRACE.	In N. Y. State.	Entire length.
Main line from Addison, N. Y., to Gaines, Pa., single track. Sidings and turnouts on main line	10.50 , 1.021	41 3.1
Grand total of tracks, sidings and turnouts	11.521	4.1
Laid with steel rail, main lineLaid with iron rail, main line	10 8,5	16 , 25
	<u>'</u>	<u>'</u>

Average life of rails—steel, 14 years, iron, 6 years; average life of ties, 5 years; weigh frails per yard—steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 30 lbs.; gauge of track, 3 feet: ballasted with gravel and loam.

	IN NEW Y	ORK STATE.	ENTIRE LINE.		
Bridges,	Number. Aggregate length.		Number.	Aggregate length.	
Wooden bridges	2	Feet. 600	73	Feed. 775 21,120 21,896	

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent couplers.
Locomotives, 4-drivers	6	\$7,500	46,000	10	5	
First-class passenger cars	2 2 8 7				2 2 8	3 3 7

## Addison and Prinsylvania.

# Description of Road and Equipment - (Continued).

Equipment.	No. оwned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent couplers.
Box freight cars Flat freight cars. Caboose, 4-wheel cars.	. 14 40 2				•••••	
Total	56					•••••

Miller coupler is used on passenger cars; common coupler on freight cars. Common lever switch in use on this road.

#### Miscellaneous Statistics.

ITEM.	In N.Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles  Railroad crossing road at grade  Highway crossings at grade without protection		8.5 1
Highway crossing over or under grade		1

Passenger cars are heated by stoves, lighted with oil, and ventilated by side ventilators

Wells, Fargo & Co.'s Express runs over this line and pays 25 cents per 100 pounds, and 15 cents per \$1,000 on money.

Contract with the United States government for transportation of mails, \$2,846.04 per annum.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.
Flour	2,403
Grain	1,845
Meats and provisions	1,600
Lumber Pig and bar iron and steel.	47,610
Pig and bar iron and steel	60 83
Iron or other ores	11,304
Coal and coke	519
Petroleum and other oils.  Shipments of manufactured goods received by railroad	
Companies within this State from manufactories within this State	1,973
All other manufactures	2,561
All other merchandise	4,854
All other agricultural products	830
All other articles not included above	4,258
Total	78,900
1000	للمنبوب والمساوي
Number of Accidents.	
Passengers injured	2
Employees injured.	2
Total	4
•	

#### EMPLOYEES.

Average number of persons amployed (including officials) during Year	140
Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	\$57,630 42

	unicers of the Company.	
Name.	Title.	Official Address.
THOMAS C. PLATT	President	New York city.
AITPIVE TO DECORATETO.	A 100-Lianidati	New York city
GEORGE R SHELDON	Secretary Treasurer	New York city.
WILLIAM M. BRIEN	AuditorGen. Supt. and Freight and Pass.	New York city.
F. M. BAKEB	Gen. Supt. and Freight and Pass.	Agt. Addison, N. Y.

# REPORT OF THE RAILBOAD COMMISSIONERS.

Directors of the Company.	
Name.	Residence.
THOMAS C. PLATT	New York city.
WILLIAM E. BROOKFIELD.	New York city.
JAMES E. JONES	New York city.
GEORGE R. SHELDON	New York city.
WILLIAM E. BARROWS	New York city.
HENRY P. DEGRAFF.	New York city.
Frank H. Platt	New York city.
THOMAS F. WOOD	New York city.
CHARLES L. PATTISON	Elkland, Pa.

Title of company. Addison and Pennsylvania Railway Company.
General offices at Addison, N. Y., and New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address F. M. Baker, General Superintendent, Addison, N. Y.

## ADIRONDACK.

(Date of charter, July 7, 1882.)

For history of organization, see Report of 1884.

Trustees' certificates, convertible into second mortgage bonds.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

·	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter  Issued for property, as authorized by articles of association and now outstanding	40,000	\$4,000,000
Number of stockholders		20
Funded Dest.		
DESIGNATION OF LIEN.	Amount authorized.	Amount outstanding.

#### Cost of Road and Equipment.

\$1,500,000 00

\$1,486,637 75

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Grading, masonry and ballast	\$7,968 20 757 23 4,419 33	\$1,613,663 26 101,508 73 663,652 91 11,603 87
Land Land damages Fences	6,350 00	6,350 00 119,504 35 250 00

# ADIRONDACK.

# Cost of Road and Equipment - (Continued).

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 80, 1869.
Passenger and freight stations	\$1,191 96	\$20,495 43
Engine and car houses	8,672 87	8,672 87
Rogine and car houses Shops, machinery and tools. Fuel and water stations	2.649 15	2,649 15
ruel and water stations	1,130 40	4,329 90 181,797 78
Engineering expenses	7,843 74	131,191 15
Total cost of road	\$42,037 13	\$2,684,478 20
EQUIPMENT,		<del></del>
Locomotives	*****	\$61,066 23
Passenger cars	\$14,022 62	41,298 11
Mail, baggage and express cars	2,686 00	45,775 90
Traight and other corp		
Total cost of equipment	\$16,707 62	\$148,135 24
Grand total cost of road and equipment	\$58,744 75	\$2,832,613 44
DETAILS OF ADDITIONS OF BETTERMENTS DU		-
Grading yard at Saratoga	•••••	\$1,924 76 240 24
Rridge mesonry	•••••	1,609 80
Filling treatles Beplacing wooden bridges with iron Switches in new yard at Saratoga.		4.188 46
Beplacing wooden bridges with iron		4,188 46 757 28
Switches in new yard at Saratoga		688 86
New turn-table, complete	• • • • • • • • • • • • • • • • • • • •	3,780 47 6,000 00
Land for gravel-nit at Thurman		850 00
New turn-table, complete Land for yard room at Saratoga Land for gravel-pit at Thurman Land damages, right of way Fences in yard at Saratoga Freight house and ice house at Saratoga		1,309 25
Fences in yard at Saratoga		250 00
Blacksmith and repair shops		2,649 15
Blacks mith and repair shops.  New water tank at Jessup's Landing and coal and wood she Engineering expenses for extension of road.  Passenger cars (three)  One baggage car	ds at Saratoga	1,130 40 7,343 74
Engineering expenses for extension of road		7,343 74
One beggers our	• • • • • • • • • • • • • • • • • • • •	14,022 62 2,685 00
ONG DORKORG COT	••••••	
Total	•••••	\$58,744 75
Income Account for Year Ending Septer	mber 30, 1889	_
Gross earnings from operation		\$146,591 01
Less operating expenses		131,548 76
Gross income from all sources		\$15,042 25
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Taxes other than above.	. \$5,821 8	7
Taxes on property used in operation of road	. \$5.821 8 8,932 6 1,144 5	)
Taxes on earnings and capital stock	. 1,144 5	5
Taxes other man above		- 11,282 54
Gaming for year anding Sentember 20, 1990		
Surplus for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	, \$5,000 11
General Income Account.		
Surplus for year ending September 30, 1889	. \$3,809 7 . 69,674 7	0
Paid claim and compromised suit	<b>97 000 0</b>	- \$73,484 41
Net loss on lands	. \$7,000 0 . 1,338,395 2	ŏ
		1,345,395 20
Total deficit September 80, 1889		\$1,271,910 79

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses.

EARNINGS,

	Passenger.	Freight.	Total.
Freight, all local Passengers, all local		\$96,946 20	\$96,946 20
Passengers, all local	\$43,286 84		43,296 84
Mali	3,351 36		3,351 36 2,506 89
Express Miscellaneous, as follows, viz.:	2,506 89		2,906 8
Extra haccage e174 78		i	
Extra baggage		1	
Rents			
	420 53	79 19	499 72
Total gross earnings	\$49,565 62	\$99,025 89	\$146,591 01
Operating	Frances	<u> </u>	
Maintenance of way and structures: Bepairs of track and road-bed			
Repairs of bridges (including subrate and	\$30,660 39	\$20,139 84	\$50,800 25
Repairs of bridges (including culverts and	2,410 33	2,238 60	4.648 93
cattle-guards)	839 32	762 26	1,601 5
Repairs of fences	302 74	295 12	597 8
Repairs of fences Uther expenses for maintenance of way and structures.	1,366 55	712 95	2,079 50
Total	\$35,579 33	924,148 77	959,728 10
		431,120 11	
Maintenance of equipment: Bepairs of locomotives	<b>61 760 40</b>	81,759 78	23,322 18
Ranging of care	\$1,562 42 8,493 54	8,428 69	6,917 %
Renairs of machinery and tools	6 99	3 47	10 46
Repairs of cars Repairs of machinery and tools. Other expenses for maintenance of equip-	0.00	""	
ment	204 36	105 46	309 85
Total	\$5,267 81	\$5,292 85	\$10,559 66
1000	#0,201 OI	40,252 00	\$10,000 to
Conducting transportation: Wages of conductors and men	23.144 69	1 \$3,022 67 1	\$6,167 %
Wages of engineers and firemen	2,662 44	2,450 56	5,113 00
Fuel for locomotives	6.070 14	6,380 69	12,450 8
Fuel for locomotives	501 55	459 08	960 65
Water supply	129 39	68 05	197 44 464 49
Other train supplies or expenses	277 79	176 70	454 49
Wages of station agents and clerks	2,855 27	3,278 88	6,134 14
Wages for labor at stations	925 26	1,049 73	1,974 9
Station supplies	278 21 672 23	251 22 826 28	529 42 1,498 51
Wages of watchmen flagmen and switchmen Other expenses for conducting transporta-	672 23	820 28	1,520 01
tion	602 28	497 01	1,099 25
Total	\$18,119 25	\$18,460 87	\$36,580 11
General expenses :		·	
Salaries of general officers and clerks	\$4,215 99	\$4,781 28	\$8,997 27
General office expenses and supplies	846 31	1,034 87	1.881 18
Stationery and printing Outside agencies and advertising	833 15	652 83	1,485 96
Outside agencies and advertising	1,960 73	636 10	2,596 8
Legal expensesLoss and damage of freight and baggage	1,409 38	1,868 25 91 47	3,277 65 91 41
Damage to cattle and property	84 39	111 86	196 %
Injuries to persons	1,000 00		1,000 00
Telegraph maintenance and operation	173 98	101,96	275 94
Mileage of cars of other companies (debit)			
balance)	203 57	1,975 32	2,178 8
-	1,180 00	1,519 44	2,699 44
Total	\$11,907 50	\$12,773 38	\$24.680 85
Grand total operating expenses	\$70,873 39	\$60,675 37	

## ADIRONDACK.

#### General Balance Sheet September 30, 1889.

General Balance Shee	_	30, 1889.	
Assi			00 001 150 00
Cost of road			\$2,684,478 20 148,185 24
Current assets, as follows, viz.:			·
Cash on hand			41,192 04
Due by agents	• • • • • • • • • • • • • • • • • • • •	••••	8,863 23 2,372 97
Materials and supplies	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	55,465 80
Due by agents Open accounts. Materials and supplies Profit and loss (deficiency)			1,271,910 79
			\$4,207,418 27
Liabil	ITIES.		
Capital stock			\$2,600,000 00 1,486,637 75
Current liabilities, as follows, viz.:		•	
Audited vouchers and pay-rolls	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	15,411 62 1u5,368 90
Open accounts,		• • • • • • • • • • • • • • • • • • • •	
·			\$4,207,418 27
Traffic and M	ileage Statis	ties.	
ITE			All local.
Number of passengers carried			48,955
Number of passengers carried one mile			1,359,748 78,091
Number of tons of freight carried one mile.			1,961,601
	•		
Passonger train mileage.  Freight train mileage			40,325
Total train mileage	• • • • • • • • • • • • • • • • • • • •	•••••••••	126,100
		<del></del>	
Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including	440 747 40	ATA 079 90	\$21,307 77
mail, express and miscellaneous earnings) Average per passenger carried	\$49,565 62 1 01	\$70,873 39 1 45	44
Average per passenger carried	03645	05212	01567
Average per passenger train per mile Freight earnings and expenses (including	87	1 24	97 Profit.
miscellaneous earnings)	97,025 39	60,675 37	<b>36</b> ,350 02
miscellaneous earnings	1 24	78	46
Average per freight train per mile	04946 2 40	030 <b>93</b> 1 50	018 <b>53</b> 90
Avoided ber treath train bet mite			
Ite	M.		All local.
Computed on earnings from carrying pas	ssengers and f	reight only.	Cents.
Average rate received per mile for passenge Average rate per mile per ton on freight, all	rs, all classesclasses		3.183 4.942
Description of Road	d and Equip	ment.	
TBA		M	les owned, all n N. Y. State.
Main line, authorized, from Saratoga to Ogd			
Main line laid, single track			56.89 5.02
<b></b>			
Grand total of tracks, sidings and turnou			
Grand total of tracks, sidings and turnou  Laid with steel rail, main line  Laid with iron rail, main line	ıts		61.91 19.33 42.58
Grand total of tracks, sidings and turnou	ıts		61.91 19.83 42.58

#### Description of Road and Equipment-(Continued).

Bridges.	ENTIRE LINE IN NEW YORK STATE.		
DAIDGES.	Number.	Aggregate length.	
Iron bridges Wooden bridges Wooden tresties	5 6 6	Fed. 568-5 610-8 457	
Total	17	1,636-1	

Equipment.	No. owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, four drivers	5	5	
First-class passenger cars	8	8 4	8
Total	12	12	12
Box freight cars. Flat freight cars. Service cars.	1		
Total	55	<u> </u>	<u> </u>

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars with link and pin coupler.

About one-fifth of the switches in use on the road are automatic switches; the balance are ordinary stub switches.

#### Miscellaneous Statistics.

Wades No.

ITEM.	in N. Y. State.
Total assessed value of real estate and personal property of company Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstructions less than 20 feet above track	47

Passenger cars are heated by Consolidated Car Heating Company's system; lighted with mineral seal oil, 800° test, and ventilated by Creamer & Globe ventilators in transoms and elevated roof.

Adirondack, New England and New York Express Company runs over this road. Pays 1% first-class tariff rates for all freight.

The Wagner Palace Car Company runs cars over this road; is paid three cents per mile run for sleeping cars. No additional charge is made by the railroad company. Total amount paid, \$104.40.

Mails are transported for the compensation fixed by the government.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,536 7,662 1,041	, 9.8 1.3

# ADIRONDACK.

## Miscellaneous Statistics - (Continued).

ITEM.		Tonnage.	Per cent
1124,		Tonnago.	101 0011
Live stock		141	0.
Lumber Pig and bar iron and steel		10,033	12
Pig and bar iron and steel		87	0
Iron and other ores		1,598 6,766	2 8
Petrolaum and other oils	• • • • • • • • • • • • • • • • • • • •	641	ő
Petroleum and other oils	received by railroad com-	021	1
panies within this State from man	ufactories within this State.	21,386	27
All other manufactures		6,007	7
All other merchandise	••••••	2,078 515	2
All other articles not included above	νΔ		23
Total		78,091	100
Nu	MBER OF ACCIDENTS.		
Employees injured			
Other than passenger or employee	• • • • • • • • • • • • • • • • • • • •		
Total	••••••	····· <u> </u>	
	Employees.		
Average number of persons employ Aggregate amount of salaries and to	wages paid them	the year,	\$72,905 d
Office	ers of the Company.		
Name.	Title.		Address.
R. SUYDAM GRANT HORACE G. YOUNG CHARLES A. WALKER	President Vice-President Secretary and Treasurer	New'Yorl Albany, I New Yorl	k city. N. Y. k city.
Direct	ors of the Company.		
Name.		Residen	ce.
B. SUYDAM GRANT		New York	city.
HORACE G. YOUNG	• • • • • • • • • • • • • • • • • • • •	Albany, M	V. Y.
James C. HabttFrederick Billings	·····	New York	k city.
JAMES ROOSEVELT	• • • • • • • • • • • • • • • • • • • •	New York	k city.
ROBERT OLYPHANT		New Vorl	r city
ROBERT OLYPHANT CHESTER GRISWOLD		New York	k city.
DAVID WILLCOX		New York	colty
Warner Miller William W. Durant Freling H. Smith	• • • • • • • • • • • • • • • • • • • •	Herkime	r. N. Y.
WILLIAM W. DUKANT	••••	New York	city.
EDWARD L MOLINKUX	<b></b>	Fronklyn	N Y-
WILLIAM L. STBONG		New York	city.
•			

Title of company, Adirondack Railway Company. General offices at 21 Cortlandt street, New York city. Date of close of fiscal year, September 39. Date of stockholders' annual meeting, second Wednesday of September. For information concerning this report, address Charles A. Walker, Treasurer.

#### ALBANY AND SUSQUEHANNA.

#### LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.
(Date of charter, April 19, 1851.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	common.		
	No. of shares.	Par value.	
Authorized by law or charter	14,000 35,000	\$1,400,000 *3,500,000	

Number of stockholders.....

#### 53

#### FUNDED DEBT.

Designation of		years.	INTEREST.		Amount	Amount	Cash realized
Lien.	Date.	Term,	Rate.	When payable.	author- ized.	outstand- ing.	on amount outstand- ing.
First consol. bds First consol. bds Albany city bonds . Albany city bonds . Albany city bonds . Albany city bonds . Albany city bonds .	May 1, 1866	80 80 80 80 80 80	p. c. 7 6 6 6 6	Apr. & Oct. Apr. & Oct. May & Nov. May & Nov. May & Nov. May & Nov.	\$10,000,000 250,000 250,000 250,000 250,000	\$3,000,000 7,000,000 †250,000 †250,000 †250,000 †250,000	\$3,000,000 7,000,000 916,625
Total		••••			\$11,000,000	\$11,000,000	\$10,916,626

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Grading and masonry.  Bridges. Superstructure (including ties and ballast). Rails.  Land, land damages and fences Passenger and freight stations Engine and car houses, shops, machinery and tools.  Engineering expenses.	15,608 62 58,526 45 41,098 92 7,982 50	\$2.921,436 31 370,460 72 3,462,077 08 627,959 49 487,673 40 281,585 27 231,307 49

<sup>\*</sup>Increased to \$4.000,000 by chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company at their meetings held respectively May 3, 1870, and April 28, 1876.
† The sinking fund for retiring these bonds amounted, October 31, 1883, to \$415,180.66.

# Cost of Road and Equipment - (Continued).

Coss of House and Edithment — (CO)	aunueu).		_
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost road up to Septembe 30, 1889,	•
Interest and discount charged to construction	\$1,880 09	\$829,775 34,788 195,571	79
Total cost of road	\$282,929 64	\$9,442,534	81
Equipment.		·	
Locomotives. Passenger cars. Mail, baggage, express, freight and other cars.		\$1,222,722 259,400 8,276,109	00
Total cost of equipment		\$4,758,231	74
Grand total cost of road and equipment	\$232,929 64	\$14,200,766	55
Masonry in bridges Widening iron bridge for second track Material and labor in side track Material and labor in second track Material and labor in second track Material and labor in second track Material and labor in bridges Rails laid in second track Lails laid in second track Land bought in Sidney Releases permitting company to fill cattle passes Additional, right of way for second track For change in farm reads Change of line in Quay street, Albany, N. Y. For services and expenses of engineers Telegraph wire between Albany and Nineveh  Total  Income Account for Year Ending Septen		47.881 967 7.890 33,208 4,300 3,080 272 160 200 1,880	62 78 61 06 41 51 00 50 00 94 09
Gross income from all sources, as follows, viz:			
Rentals under the lease. Payment to sinking fund by leasee Literest upon investments and deposits, reported by the time sinking fund of the city of Albany, for the year ending Oc	rustees of the	\$942,505 10,000 17,996	00
Total			45
Deductions from income, as follows, viz. : Interest on funded debt due and accrued Other disbursements	. \$696,505 00 . 1,284 68	)  -  - 697,789	68
Net income from all sources			_
Payments from net income, as follows, viz.:		• •	
Two dividends, each 3½ per cent on \$3,500,000			
Surplus balance of income account for year ending Sept	ешоег эо, 1889.	\$27,711	54
General Income Account.			
Surplus, balance of income account for year ending Septem Surplus up to September 30, 1888			82 82
Balance of income account	•••••	\$124,288	64

# General Balance Sheet September 30, 1889. Assets.

	Assets.		
Cost of road	*******************************	• • • • • • • • • • • • • • • • • • • •	\$9,442,534 81 4.758,231 14
Other permanent investments.	as follows. viz.:		
		•••••	7,000 00
Current assets, as follows, via		\$884 46	
Land fund		451 97 415,180 68	
The state of the s	-	110,100 00	416,517 00
		-	<b>\$14.624,283 64</b>
	Liabilities,	_	
Capital stock	urplus)	• • • • • • • • • • • • • • • • • • • •	\$3,500,000 00 11,009,000 00
Balance of income account (s	urplus)	• • • • • • • • • • • • • • • • • • • •	124,283 64
	•	-	\$14,624,263 64
	Officers of the Company.	-	
Name.	Title.	Official 2	Address.
ROBERT OLYPHANT	President	21 Cortlandt s Albany, N. Y.	L., N. Y. city.
	Directors of the Company.	_	
Name.		Resid	
HOBERT M. ULYPHANT HOBACE G. YOUNG		New Yo	rk city. N. Y.
MINARD HARDER		Coblesk	ill. N. Y.
JAMES ROOSEVELT.		Hyde P	ark. N. Y.
HENRY M. OLMSTED		Morrist	own, N. J.
DAVID DOWS		New Yo	rk city. rk city.
GEORGE I. WILBER		Oneont	a. N. Y.
BENJAMIN H. BRISTOW		New Yo	TR CITY. TR CITY.
ROBERT OLYPHANT		New Yo	rk city.
*Jonathan R. Herrick		New Yo	rk city. N. Y.
Title of company, The Albany, N	ny and Susquehanna Railroad . Y.	Company.	
Date of close of fiscal year, a	Sentember 30.		
Date of stockholders' annua	al meeting, third Tuesday in Se g this report, address Wm. L	ptember.	hearter and
Treasurer.	к тив герогь, audress W.M. L.	. ш. гингрв. В	SOCIONALY WIN

# ALBANY AND SUSQUEHANNA.

#### LESSEE.

ROAD. mer	itions or better- its during year ng Sept. 30, 188.
Grading, masonry and ballast Bridges Superstructure (including ties) Rails Land	25,319 W 18,540 S 884 00
Land damages Passenger and freight stations Fuel and water stations Engineering expenses	225 00 32.004 12 20.927 25
Total	\$158,974 \$

<sup>\*</sup>Elected by the common council of the city of Albany in 1888, pursuant to section & of an act of the Legislature of the State of New York, entitled "An act to authorize the city of Albany to make a loan to the Albany and Susquehanna Railroad Company." passed April 10, 1852.

Equipment.		
Locomotives Passenger cars Freight and other cars.	\$115,185 *21,900 740,828	00 00 22
Total	\$884,063	22
Grand total.	1993,037	69
DETAILS OF ADDITIONS OF BETTERMENTS DURING THE YEAR.		

DETAILS OF ADDITIONS OR BETTERMENTS DURI	NG THE YEAR.	
	To	tal cost up to Sept. 80, 1889.
Grading for side tracks		\$1,549 77
Grading for second track		5,333 11
Bridge masonry		19,395 71
Filling cattle pass		92 92
Widening iron bridges for second track	\$82,842 54	
Replacing wooden bridge with iron	365 63	
Replacing wooden bridge with iron	974 23	
	694 199 39	
Less charges in '77, transferred to repair account	140 02	
		34.042 37
For side tracks, superstructure		8,342 03
For second track, superstructure		18,451 12
For bridges, superstructure		8,526 74
Rails for side tracks		1,610 41
Rails for second track.  Land between Sidney and Bainbridge adjoining right of wa		16,929 94
Land between Sidney and Bainbridge adjoining right of we	ly for second	
track purposes	• • • • • • • • • • • • • • • • • • • •	100 00
Land for coal storage station at Quaker Street	• • • • • • • • • • • • • • • • • • • •	250 00
Land at Oneonta, N. Y., for yard purposes		525 00 9 00
Land damages at Quaker Street station	• • • • • • • • • • • • • • • • • • • •	200 00
Additional right of way at Osborn Hollow	••••••	25 00
New passenger station at Slingerlands	#8.610.5K	20 00
New passenger station at Slingerlands. Part cost of coal conveyor at Quaker Street	28.548 57	
	\$32,154 12	
Less amount received for sale of old storehouse at Quaker		
Street	100 00	
		82,054 12
New water station at Binghamton		1,837 09
Coal conveyor at Oneonta for fuel station		19,090 14
Engineering expenses Thirteen mogul locomotives	*************	610 00
Thirteen mogui locomotives	2110,302 01	
One inspection locomotive	0,880 00	
Less depreciation on all locomotives	K AOR K1	
Less depreciation on all locomotives	0,000 01	115,135 00
Inventory value of passenger cars sold		*4.400 00
One passenger car torn down		*4.400 00
Denreciation on all nessenger cars		*13,100 00
Twelve hundred 8-wheel honner condols care	<b>6</b> KO1 968 99	
Four hundred s-wheel box cars Mark's automatic couplers Increase in value of all freight cars	206,000 00	
Mark's automatic couplers	68,147 11	
Increase in value of all freight cars	1,412 89	
•	\$776,828 22	
Torre malma of 150 coal dumme form down	\$110,828 22 000,000	
Less value of 150 coal dumps torn down	30,000 00	740.828 22
	-	
Total	• • • • • • • • • • • • • • • • • • • •	\$998,037 69
	•	***************************************
Income Account for Year Ending Septem	her 20, 1990.	
-moome mooder for 1 and wanted polyton	00, 2000	•

Gross earnings from operation	\$3,401,574 87 1,943,667 89
Gross income from all sources	\$1,457,906 98

<sup>\*</sup>Oradit.
†This amount represents additions and betterments made by lessee for which it is not to be reimbursed by lessor and also the equipment used on the road which is the property of the lessee.

Deductions from income, as follows, viz.: Rentals Taxes on property used in operating the ros Taxes on earnings and capital stock. Taxes other than above.	id	. 45.035 26	
Surplus for year ending September 30, 18	89. helonging t	o lessee	
General Inco			
Surplus for year ending September 30, 1889			\$367,012 88
Surplus up to September %, 1888	••••••	• • • • • • • • • • • • • • • • • • • •	549,615 45
Total surplus September 30, 1839, belongi	ng to lessee	• • • • • • • • • • • • • • • • • • • •	\$916,658 25
DETAILED STATES	CENT OF RENTA	LS.	
Dividend on stock of Albany and Susquehar Interest on bonds of Albany and Susquehar Maintaining organization of Albany and Su Interest on bonds of Schenectady and Duan Interest on equipment of Delaware and Huamounts expended in construction on the Bailroad, Schenectady and Duanesburg, and Mechanicville Railroad.  Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Albany Rent of Cherry Valley, Sharon and Susquehar Cherry Valley, Sharon Susquehar Cherry Valley, Sharon Susquehar Cherry Valley, Sharon Susquehar Cherry Valley, Sharon Susquehar Cherry Valley, Sharon Susquehar Cherry Cherry Valley, Sharon Susquehar Cherry	dson Canal Co ne Albany and h Railroad an	oad mpany and on l Susquehanna d Schenectady	50,000 69
Total amount of rentals deducted from i			
Total amount of rentals deducted from	incomo		\$1,002,011 W
Analysis of Gross Earning  Earn	s and Operat INGS.	ing Expenses	•
	Passenger.	Freight.	Total.
Freight, through	4	\$2,901,181 62	\$2,901,181 63
Passengers, through       \$61.650 64         Passengers, local       357,710 40         Newspaper and baggage express       Mail         Extra baggage       Express         Rents       \$10.375 83         Telegraph       6.023 39	\$419,361 04 1,250 04 21,024 81 2,431 30 36,486 84		419,351 04 1,250 04 21,024 51 2,431 30 36,486 84
Locomotive service 8,440 00	4,268 92	15,569 80	19,838 73
Total gross earnings	\$484,822 95	\$2,916,751 42	\$3,401,574 37
Operating	Expenses.		
Maintenance of way and structures: Repairs of track Steel rails laid, 2,863 tons; cost, \$85,963.06. Iron rails laid, 55 tons; cost, \$1,178.09.	\$36,857 50	\$189,562 47	\$175,919 97
Repairs of road-bed	6,754 98	27,868 60	34,623 58
cattle-guards). Repairs of stations, shops, docks, etc Repairs of fences	1,419 67 5,802 13	4,642 30 12,128 32	6,061 97 17,926 45
Other expenses for maintenance of why and	1,755 63	7,008 91	8,759 64
structures	9,669 10	38,611 34	48.280 44
Total	\$61,759 01	\$229,811 94	\$291,576 95
Maintenance of equipment: Repairs of locomotives Repairs of cars Repairs of machinery and tools. Other expenses for maintenance of equip-	21,295 39 1,750 85	\$111,674 35 281,776 81 6,898 62	\$135,821 94 253,012 20 8,649 47
ment	5,858 83	23,876 81	29,230 64
Total	\$52,987 66	\$373,726 59	\$496,714 25

# ALBANY AND SUSQUEHANNA.

# Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	\$38,030 25	\$187,309 07	\$225,839 82
Wages of engineers and firemen	44,348 23	194,357 75	238,705 98
Fuel for locomotives	71,299 61	299,556 45	370,856 06
Oil and waste	5,953 76	29,672 34	85,626 10
Water supply	2,247 01	9.112 24	11.359 25
Other train supplies or expenses	3.611 57	11,256 07	14.867 64
Wages of station agents and clerks	12,740 96	39,537 38	52,278 34
Wages for labor at stations	5,961 35	49,762 95	55.724 30
Station supplies	2,739 17	2,541 43	5,280 60
Station supplies. Wages of watchmen, flagmen and switchmen Other expenses for conducting transporta-	10,554 51	21,102 66	81,657 17
tion	3,879 82	14,193 71	18,078 0
Total	\$201,365 74	\$858,402 05	\$1,059,767 79
General expenses :	·	<u> </u>	***************************************
Salaries of general officers and clerks		\$31,722 98	\$44,731 00
General office expenses and supplies	2,146 48	5,513 06	7,659 54
Stationery and printing	8,229 79	7,660 32	10,890 1
Outside agencies and advertising		21,486 70	26,641 61
Logal expenses	445 80	1,793 48	2,259 26
Loss and damage of freight and baggage	181 50	2,877 95	8,009 45
Damage to cattle and property	46 80	537 87	584 67
Injuries to persons	4,041 05	9,299 85	18,840 46
Telegraph maintenance and operation Mileage of cars of other companies (debit	8,054 88	25,704 48	38,758 81
balance)	*2,618 92	15.540 61	12,926 69
Insurance	1.710 00	7,290 00	9,000 00
Other general expenses	180 31	682 49	812 86
Total	\$35,505 16	\$130,109 24	\$165,614 40
Grand total operating expenses	\$351,617 57	\$1,592,049 82	\$1,948,667 39

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	27,520 8,471,009 1,600,537 216,480,787	629,289 14,544,793 1,847,173 155,976,651	656,809 18,015,796 3,447,710 372,457,438
Passenger train mileage	•••••		508,385 1,562,722 29,879
Total train mileage	•••••		2,095,986

ITEM.	Earnings.	Expenses.	Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile Average per freight train per mile	\$484,822 95 74 02691 96 2,916,751 42 84	\$351,617 57 54 01952 70 1,592,049 82 46 00427	\$133,205 38 20 00739 26 1,324,701 60 38 00856	
Average per freight train per mile	1 86	1 01	85	

# Traffic and Mileage Statistics - (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 1.776	Cents. 2,459	Cents. 2.328
Average rate received per mile per ton for carry- ing freight, all classes	0,543	1.11	0.779

## Description of Road and Equipment.

	MILES	OWNED.	tate.	TOTAL	MILES.
TRACK.	Length in N. Y. State.	Entire length.	Miles leased, all in N. Y. St	Length in N. Y. State.	Entire length.
Maine line, from Albany to Binghamton, single track	27.58	31.91	142.59 34.83	142.59 62.41	142.50 66.77
Total single track	27.58	31.94	177.42	205.00	209.3
Second track on main line Second track on branches or other roads	1.00	1.00	66 88	66.88 1.00	66.8
Total second track	1.00	1.00	66.88	67,88	67.8
Sidings and turnouts on main line Sidings and turnouts on branches or other roads.	6.79	7.95	66.64 3.63	66.64 10.42	66.6- 11.5
Total sidings and turnouts	6.79	7.95	70.27	77.06	78.2
Grand total of tracks, sidings and turnouts	35.37	40.89	314.57	349,94	355,44
Laid with steel rail, main line	34.29	1.08	209,47 34,83 66,64 3,63	209.47 69.12 66.64 4.71	209.4° 74.6 66.6 4.7

Average life of rails—steel 15 years, iron 10 years; average life of ties, 7 years. Weight of rails per yard—steel, maximum 68 lbs., minimum 62 lbs.; iron, maximum 61 lbs., minimum 55 lbs. Gauge of track, 4 feet 8% inches. Ballasted with broken stone, gravel and cinders.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	To	Length in New York State.	Entire length.	Owned or leased,	Miles of double track.	Miles laid with steel rail.
Schenectady and Duanes- burgh. Cherry Valley, Sharon and Albany. Schenect'y & Mechanicville., Lackawanna and Susqueh'na	Schenectady Cohleskill June	Duanesburgh Junction. Cherry Valley Coops. Jefferson Junction, Pa.	21.04		Leased.	1111	13.79 21.34 9.93 23.01

## Description of Road and Equipment - (Continued).

	IN NEW Ì	ORK STATE.	entire line.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	96 16 27	Feet. 6,621 873 1,992	99 17 27	Foet. 6,809 919 1,992	
Total	138	9,486	143	9,720	

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Inspection locomotive Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	1 25 1	3 78 21	1 8 103 22	\$9.863	155,720 126,600 150,100	20 20 20 20	122	
Total	27	102	129				28	
First-class passenger cars. Second-class pass/ger cars Baggage, mail and ex. cars Total	**************************************	38 1 15 	38 4 17 59	\$4,870 1,500 1,580	37.500 35,000 33,000	15 15 15	38 4 17 59	38 4 17 59
Box freight cars  Stock freight cars  Coal freight cars  Flat freight cars  Caboose, 4-wheel cars  Caboose, 8-wheel cars  Service cars	1,052	793 108 6,444 297 50 3 5	1,198 108 7,496 297 50 4 5	\$513 512 414 472 450 475 800	28,000 20,000 29,000 18,000 10,000 21,000	10 10 10 10 10 10		1,850 150
Total	1,458	7,700	9,153			•••••		2,450

Westinghouse automatic air-brake and Miller coupler used on all passenger and baggage cars. Marks' automatic car-coupler in use on freight cars. About four-fifths of switches on the road are automatic safety switches, balance are stub switches.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	[	649.58
company.  Length of steel rails laid during year in repairs, miles  Length of iron rails laid during year in repairs, miles, Railroads crossing road at grade  Railroads crossing road over or under grade	28.12 0.62	28.12 0.62 4
Highway crossings at grade without protection. Highway crossings at grade protected by gates or flagmen. Highway crossings over or under grade. Overhead obstructions less than twenty feet above track	167 33 21	167 89 21 20

Passenger cars are heated by Consolidated Car-heating Company's system, lighted with mineral seal oil 300° test, and ventilated by Creamer and Globe ventilators in transoms and elevated roof.

National Express Co. runs over this road, and pays for local freight 1% first-class tariff rates; between competing points, first-class rates; for through freight, 29 cents, also 10 per cent of its profits.

Wagner Palace Car Company runs over this line. Is paid three cents per mile run for sleeping cars, and for drawing-room cars, one cent per mile, and raliroad company cleans outside of cars and lubricates them. The Pullman's Palace Car Company is paid three cents per mile run. No additional charge is made by railroad company.

\$3,324 51 3.231 27 26,555 78

Mails are transported for the compensation fixed by the government.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
FlourGrain	134,483 257,141	3.9
Meats and provisions	73,548 13,894	2.1
Lumber	137,987 123,364	3.6
Iron or other ores. Coal and coke Petroleum and other oils.	213,509 1,712,148 21,943	6.5 49.5
Shipments of manufactured goods received by railroad com- panies within this State from manufactories within this State.	53,349	1.0
All other manufactures	148,979 38,847	1.
All other agricultural products All other articles not included above.	216,531 301,987	6.3
Total	3,447,710	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2 12 8	1 11 5	3 28 13
Total	22	17	39

#### EMPLOYEES.

#### Officers of the Lessee Company.

Name.	Title.	Official Address.
ROBERT M. OLYPHANT	PresidentVice-President	New York city.
H. G. YOUNG	2d Vice-President	Albany, N. Y.
JAMES C. HARTT	Treasurer Assistant Treasurer	New York city.
F. MURRAY OLYPHANT	Secretary	New York city.

Directors of the Lessee Company.	
Name.	Residence.
ABIRL A. LOW	Brooklyn, N. Y.
LE GRAND B. CANNON	New York city.
JAMES R. TAYLOR.	Brooklyn, N. I.
JOHN JACOB ASTOR.  JAMES ROOBEVELT.	Hyde Park, N. Y.
DAVID DOWS	New York city.
RENJAMIN H. BRISTOW	New York city.
ROBERT M. OLYPHANT	New York city.

# ALBANY AND SUSQUEHANNA.

Name.	Residence.
John A. Stewart	New York city.
FREDERICE BILLINGS	Woodstock, Vt.
R. SUYDAM GRANT	New York city.
W. H. TILLINGHAST	New York city.
JOHNSTON LIVINGSTON	New York city.
•	

Title of lessee company, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address R. A. Henry, Auditor.

#### ALBANY AND VERMONT.

## LESSOR.

# LESSEE - RENSSELAER AND SARATOGA.

#### OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 17, 1859.)

#### For history of organization, see Report of 1885.

#### Capital Stock.

	COMMON.		Cash realized
•	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter and now out standing	6,000	\$600,000	\$600,000
Total cost of road	Road.		. \$600,000 00
Income Account for Year I		aber 30, 18 <b>8</b> 9.	
Gross income from all sources, as follows, a Rensselaer and Saratoga railroad, rent Interest on United States bonds Dividends New York Central and Hudson R		ompany	\$20,000 <b>00</b> 640 <b>00</b> 400 <b>00</b>
Total.  Deductions from income, as follows, viz.:  Rent.  Office expenses	• • • • • • • • • • • • • • • • • • • •	\$800 0	0
Premium on United States bonds	• • • • • • • • • • • • • • • • • • • •	533 7	5 - 1,702 25
Net income from all sources			\$19,837 75
Payments from net income, as follows, viz.: Dividends declared, 3 per cent	• • • • • • • • • • • • • • • • • • • •		. 18,000 00
Surplus for year ending September 30, 1889			. \$1,937 75
General Balance She	et September	30. 1889.	
<b>Ass</b>	ETS.	•	
Cost of road		•••••	. \$600,000 00
Other permanent investments, as follows, viz Stock of New York Central and Hudson Riv United States bonds	er Railroad Cor	прапу	. 10,000 00 17,000 00
Current assets, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •		. 1,758 85
			\$628,758 85

Capital stock	Liabilities.	9600,660 00
Profit and loss (surplus)		
		\$628,758 85
	Officers of the Company.	
Name.	Title.	Official Address.
GEORGE H. CRAMER THOMAS W. LOCKWOOD JOSEPH M. WARREN	President	Troy, N. Y. Troy, N. Y.
GEORGE H. CRAMER EDWARD C. GALE	Executive Committee	Troy, N. Y.
Name.	Directors of the Company.	Residence.
JOSEPH M. WARREN JOHN B. GALE GEOEGE H. CRAMER BENJAMIN H. HALL CHARLES W. TILLINGHAST THOMAS W. LOCKWOOD DUDLEY TIBBITTS JOHN I. THOMPSON LIEGRAND B. CANNON CHARLES N. LOCKWOOD EDWARD C. GALE GEOEGE HENRY WARREN		Williamstown, Mass. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. New York city. Troy, N. Y. Troy, N. Y. New York city. New York city.
General offices at Troy, N. Y Date of close of fiscal year, I Date of stockholders' annua	lovember. I meeting, third Tuesday in Octol this report, address T. W. Lockw	per. good, Secretary and Treas-

## AMSTERDAM, CHUCTANUNDA AND NORTHERN.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER RAILBOAD.

(Date of charter, September 23, 1879.)

This road is used and operated entirely by the New York Central and Hudson River Railroad Company as a branch for delivering city freight at Amsterdam.

#### Capital Stock.

	common.	
	No. of shares.	Par value.
Authorized by law or charter, issued on account of con- struction and now outstanding	200	\$20,000
Cost of Road.		otal cost up to Sept. 30, 1889.
Grading, masonry and ballast. Land, land damages and fences.	····	\$15,109 81 4,890 19
Total cost of road		\$20,000 00
General Balance Sheet September	30, 1889.	
Cost of road		\$20,000 60
Capital stockLiabilities.		\$29,000 00

#### Description of Road and Equipment.

Des	cription of Road and Equipment.	
	TBACK.	Miles owned, all in N. Y. State.
fain line from East Amst	erdam to Linseed Oil Works	1.5
	Officers of the Company.	
Name.	Title.	Official Address.
GEORGE KELLOGG  *JOHN D. NOLAN	President	Amsterdam, N. Y. Amsterdam, N. Y.
	Directors of the Company.	•
Name.	-	Residence.
JOHN KELLOGG JOHN C. MILLER		Amsterdam, N. Y.
GEORGE KELLOGG		Amsterdam, N. Y.
JAMES FIRTH		Amsterdam, N. Y.
W. H. STEBBINS		Amsterdam, N. Y.
Frothingham Fish		Fultonville, N. Y.
JOHN F. MANN 8. B. MANN	· · · · · · · · · · · · · · · · · · ·	Galway, N. Y.

Title of company, Amsterdam, Chuctanunda and Northarn Railroad Company. General offices at Amsterdam, N. Y. For information concerning this report, address John Kellogg, President

## AVON, GENESEO AND MOUNT MORRIS.

LESSOR.

LESSEE.- NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 10, 1860.)

For history or organization, see Report of 1885.

#### Capital Stock.

	common.		
•	No. of shares.	Par value.	
Authorized by law or charter	2,500 2,250	\$250,000 \$225,000	
Number of stockholders		87	
. Cost of Road.		otal cost up to Sept. 80, 1889.	
Grading and masonry. Bridges. Rails . Land damages. Engine and car houses. Interest and discount charged to construction.		\$182,000 00 6,840 00 64,000 00 18,860 92 1,604 68 2,494 50	
Total cost of road		\$224,800 10	

## Income Account.

This road was leased to the Eric Railroad Company on the first day of January, 1872, for eighty years, and all renewals of charter, the lessee to pay six per cent on the stocks and all taxes, and \$100 per year to keep up the organization.

	Office	rs of the Con	pany.	
Name.  MORTIMER F. REYNOI HIRAM P. MILLS GEORGE W. PHELPS		Vice-Presider	t	Mount Morris, N. I.
	Direct	ors of the Co	mpany.	
Name.				Residence.
MORTIMER F. REYNO GEORGE ELLWANGER LEVI F. WARD. JOSIAH AUSTIN. HIRAM P. MILLS. HULBURT E. BROWN GEORGE W. PHELPS				Rochester, N. Y. Rochester, N. Y. Rochester, N. Y. Mount Morris, N. Y. Mount Morris, N. Y.
Fitle of company, Avoidenced offices at Mou Date of close of fiscal Date of stockholders's For information concessaries.	nt Morris, N year, Febru	N. Y. lary. ting, second T	nesday in Feb	

#### BATH AND HAMMONDSPORT.

(Date of charter, January 17, 1872.)

Road leased to Allen Wood for ninety-nine years and his lease and interests transferred to Henry S. Steubins November 15, 1885.

Interest held by lessee sold to the Bath and Hammondsport Railroad Company August 1, 1889.

Norg.—The lessee's report of operations for the ten months ending July 31, 1889, and the company's report are combined and published together in this Report: separate reports from each, however, are on file with the Board.

#### Capital Stock and Funded Debt.

CAPITAL STOCK

Carra	i i i i i i i i i i i i i i i i i i i		
	COMI	COMMON.	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000	\$100,000

#### FUNDED DEBT. years. INTEREST. Cash realized Amount Amount DESIGNATION OF Date. authoroutstandon amount LIEN. Term, \* When ized. outstanding. Rate. payable. ing. \$100,000 60,000 5,000 5,000 \$100,000 \$100,000 30 First mortgage .... June 1, 1880 5 30 6 33 6 6 5 5,000 Second mortgage. July 1,1880 6 5,000 100,000 100,000 5,000 8 5,000 5,000 6 9 6 10 5,000 \$200,000 \$200,000 \$200,000 Total ....

<sup>\*</sup> Date on which interest is payable each year not given .- R. R. Commissioners.

## BATH AND HAMMONDSPORT.

#### Cost of Road and Equipment.

Cost of Road an	a Equipmen	1 <b>t.</b> 	
Road.		Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Grading, masonry and ballast		\$4,516 69 388 09	\$54,241 48 3,492 87
Bridges Superstructure (including ties) Rails, less cost old rails sold	( 925.059.34	11,000 51	62,224 09
Kaus, less cost old rails sold	11,791 57	13,267 77	13,267 7
Rails, less cost old rails sold.  Land and land damages.  Passenger and freight stations.  Engine, car houses, shops, machinery and to the company and the company and to the company and the company	ola	1,409 65 689 25	24,549 81 2,151 81 2,121 30 5,487 80
Wharfing	• • • • • • • • • • • • • • • • • • • •	376 11	462 59
Total cost of road	•••••	\$31,648 07	\$167,943 01
EQUIPMENT.			
Locomotives Passenger, mail, baggage and express cars. Freight and other cars	· · · · · · · · · · · · · · · · · · ·	\$8,681 42 4,014 82 1,583 00	\$26,724 17 14,758 86 8,985 26
Total cost of equipment		\$14,278 74	- \$45,468 80
Grand total cost of road and equipment		\$45,926 81	\$213,411 32
	••••••	\$1,833 38 131 26 587 67	1
Payments from net income, as follows, viz.: Paid for obtaining bonds (reported by lessee	)		7,500 00
*Surplus for year ending September 30, 1			
Analysis of Gross Earnings EARNI	and Operat	1	
	Passenger.	Freight.	Total.
reight, all local Passengers, all local fail Express	\$9,387 60 448 53 5,072 29	\$12,896 73	\$12,896 78 9,387 60 448 53 5,072 29
Total gross earnings	\$14,908 42	\$12,896 73	\$27,805 15
OPERATING I	Expenses.		
Maintenance of way and structures: Repairs of track and road-bed Other expenses for maintenance of way and :	structures	•••••	\$582 16 2,169 58
Total			\$2,751 69

<sup>\*</sup>Of this surplus. \$2.636.88 reported by lessee for ten months' operations, balance, \$1.763.11, by the company itself for two months' operations.

26.14	•
Maintenance of equipment: Bepairs of locomotives Repairs of cars	\$494 00 256 61
Total	\$750 61
_Conducting transportation:	
Wages of conductors and men	. \$1,234 04
Wages of engineers and firemen Fuel for locomotives.	1,496 50 1,196 74
Oil and waste Wages of station agents and clerks	198 72
Wages of station agents and clerks	1,427 76 1,011 14
Wages of station agents and cierks Wages for labor at stations. Wages of watchmen, flagmen and switchmen	93 90
Total	\$6,658 80
General ernenece ·	
Salaries of general officers and clerks	\$2,000 09 171 81
Loss and damages of freight and baggage	18 01
General office expenses and supplies Loss and damages of freight and baggage Other general expenses	1,062 28
Total	
Grand total operating expenses	\$13,412 90
Company's General Balance Sheet September 30, 1889	
A	
Cost of road	\$167,943 02
Cost of equipment	45,468 30
Other permanent investments, as follows, viz.:	00 100 10
Additional advances by lessee for broadening gauge	
	\$303,584 44
Gapital stock Inabilities,	
Capital stock	\$100,000 00
A	
Interest on funded debt due and accrued	1,833 83
Ourrent monutes, as follows, viz.: Interest on funded debt due and accrued. Profit and loss (surplus).	1,703 11
	\$303,534 44
The Lessee filed with his Report the following General Bala July 31, 1889:	nce Sheet
Agowna	
Cost of road, broadening gauge	\$31,648 07
Cost of equipment	14,278 74
Ourrent assets, as follows, viz.:	***
Ossh on hand	306 57 12,729 81
•	\$58,965 19
Liabilities.	
Current liabilities, as follows, viz.: Loans and bills payable	\$56,328 31
Profit and loss (surplus)	2,636 88
•	\$58,965 19
Traffic and Mileage Statistics.	
ITEM.	All local.
Number of passengers carried	35,214
Number of passengers carried one mile	304,823
ITEM.	All local.
Computed on earnings from carrying passengers only.	Cents.
Average rate received per mile for carrying passengers, all classes	3
Description of Road and Equipment.	
Trace. Mi	es owned, all 1 N. Y. State.
Main line from Bath to Hammondsport, single track	9.33
Sidings and turnouts on main line	
Grand total of tracks, sidings and turnouts	9.93
Grand total of tracks, sidings and turnouts	

Average life of rails—steel, 30 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 40 lbs; minimum, 40 lbs; gauge of track, 4 feet 8% inches; ballasted with gravel.

	RE LINE	IN NEV ATE.	7 YORK
Bridges.			
	1 12		Feet: 25- 150-
	18		175
	No. owned.	Maximum Weight of each in tons.	No. equipped with patent brake.
	2	35	2
]	, 2		;
[	4		4
	8 1 4 8	•••••	
	11		
mon t	rake o	n freig	ht cars.
		<b>E</b> ptire	line in
• • • • • • • • • • • • • • • • • • • •			13 13 12 1
during	year		19
Pen Wa Bat Hai Hai	official and Yan, yne. N. h. N. Y. mmond mmond mmond	Address N. Y. Y. sport, N. sport, N. sport, N.	. <b>Y</b> . I. Y.
	Residen	ca.	
Pen Pen Wa Bat Bat Hai	n Yan, n Yan. yne, N. h, N. Y. h, N. Y. nmond	N. Y. N. Y. Y.	I. <u>Y.</u> I. <del>Y</del> .
	Num Num Num Num Num Num Num Num Num Num	Number.  1 1 12 18 18 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Number.  Aggrifen  12 13 18  Pen  Aggrifen  10 12 18  Aggrifen  10 10 10 10 10 10 10 10 10 10 10 10 10

Title of company. Bath and Hammondsport Railroad Company.
General offices at Hammondsport, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, first Tuesday in December.
For information concerning this report, address Henry S. Stebbins, Manager.

#### BOSTON AND ALBANY.

(Date of charter, November 12, 1870.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

COMMON.

-----

								Cash realized on amount	
				No. of she	res.	Par value.		ou	tstanding.
Authorized by law of Issued for actual co	or charter ash and now	out	standi	273 1g 200	,250 ,000		,325,000 ,000,000	.:	20,129,262 50
Number of stockho	olders	••••		ED DEBT.	•••••	•••••		•••	7,011
			T	TEREST.	 				
Designation of Lien.	Date.	Term, years.	Rate.	When payable.	at	nount ithor- zed.	Amou outstai ing.	-bo	Cash realized on amount outstand- ing.
BondsBonds		20 20 20	6   J	eb. 1, Aug. 1 uly 1, Jan. 1 pr. 1, Oct. 1	2.	000,000 000,000 868,000	\$5,000, 2,000, 3,858,	000	\$5.191,371 47 2,060,117 80
Total				••••••	\$10,				\$7,241,488 97
		of	Road	and Equi	pme				
	Road			Company of the second		durin endin	ions or rments g year g Sept. 1889.	To	otal cost of oad up to eptember 30, 1889.
Grading, masonry Bridges	cluding ties) es and fences ght stations uses, shops, 1 ses ucted road	and	rails.	and tools		\$6	7,917 25 2,241 10	1	06,333,343 96 1,182,731 19 5,796,293 04 5,173,713 51 2,947,617 3 1,293,718 76 1,642,298 13 917,675 83 231,885 76 302,241 19
Total cost of ro	ad	• • • •		•••••		\$37	0,158 35	8	25,830,498 80
Locomotives Passenger, mail, be Freight and other of	Equipmi aggage and e	XDr	988 08	······································	••••		•••••	·   '	81,215,000 00 488,000 00 1,442,400 00
Total cost of eq								<u> </u>	83,145,400 90
Grand total cost of	road and equ	aipr	nent			\$37	0,158 31	*	28,965,896

## BOSTON AND ALBANY.

DETAILS OF ADDITIONS OR BETTERMENTS DUR	ING THE YEAR.		
rchase of Spencer Railroadanges made at Springfield		\$67,917 302,241	
Total.	 	\$370,158	
Income Account for Year Ending Septem	ber 30, 1889.		
oss earnings from operationss eperating expenses (excluding all taxes)	•	\$9,773,178 5,646,824	
Net earnings from operation		\$3,126,354	01
ncome from other sources, as follows, viz.: nt of buildingsterest	. \$141,413 01 . 5,496 16		
·			_
Gross income from all sources	•••••	\$3,273,263	18
Deductions from income, as follows, viz.:			
ntals, due and accrued	EQ 800 00	1 200 044	-
	-		
Net income from all sources	•••••	\$1,904,618	81
Payments from net income, as follows, viz.:			
ridends declared, eight per cent		1,600,000	<u></u>
Surplus for year ending September 30, 1889		\$304,618	
General Income Account.			
rplus for year ending September 30, 1889		\$304,618 547,382	91
Total deficit September 30, 1889	=	\$242.764	10
DETAILED STATEMENT OF RENTAI	L8.		
are River Railroad		\$52,500 22,500 8,000	00
Total amount of rentals deducted from income	- 	\$78,000	
Cross income from all sources	\$751,233 33 58,500 00 205,214 03 383,697 01	1,368,644 \$1,904,618 1,600,000 \$304,618 \$304,618 \$47,382 \$242.764 \$72,500 22,500 8,000	3 8 0 8 9 1 000 0

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS,

	Passenger.	Freight.	Total.
Freight, through			A4 000 4F4 00
Passengers, through	<b>\$3</b> ,741,549 81	\$4,887,456 29	\$4,887,456 29
Mail	228,924 86 248,807 54 11,848 35		4.221.180 56
Elevator, etc		214,591 55	214,591 55
Total gross earnings	94,221,180 56	\$4,552,017 84	\$8,778,178 40

# Analysis of Gross Earnings and Operating Expenses — (Continued). OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures: Repairs of track New steel rails laid, 4,208 tons; cost	\$75,434 87	\$96,007 38	\$171,441 7
Partiy worn steel rails laid, 8,445  3,445 tons; cost			•
	108,647 00 263,548 45	138,278 00 835,425 29	248,925 00 598,973 74
Repairs of roadbed Repairs of bridges (including culverts and cattle guards) Repairs of stations, shops, docks, etc	45,458 70 76,972 00	57,856 52 97,964 36	103,315 2 174,936 3
Repairs of fences	9,763 89	12,426 78	22,190 6
Total	\$579,824 41	\$737,958 33	\$1,817,782 74
Maintenance of equipment: Repairs of locomotives Repairs of cars	\$159,074 20	\$202,458 08	\$361,532 2
•		291,499 18	470,175
Total	\$337,750 84	\$493,957 26	\$831,707 00
Conducting transportation: Wages of conductors and men Wages of engineers and firemen	\$200,889 09	\$869,364 06	\$569,753 18
Vages of engineers and firemen	196,986 00	250,709 46	447,695 4
CHAL FOR LOCOMOTIVES	326,724 00	415,830 62	742.584 61
il and waste	26,950 06	34,300 08	61,250 14
WATER AUDDIV	16,632 60 18,707 72 108,591 22	21,168 76	37,801 36
ther train supplies or expenses Vages of station agents and clerks	18,707 72	2,686 40	21,394 19 346,798 21
Wages of station agents and cierks	105,091 22	138,207 00 231,803 54	240,795 22
Wages for labor at stations	182,131 36	48,864 26	413,984 90 78,329 00
tation supplies	34,464 77 95,472 15	121,510 00	216,982 15
tion	57,185 47	115,850 65	173,036 13
Total	\$1,264,234 49	\$1,745,294 83	\$3,009,529 33
General expenses: Salaries of general officers and clerks	\$74,738 08	\$95,121 19	\$169,869 27
stationery and printing	15,909 58	20,248 55	36,158 13
stationery and printing	19.977 01	25,425 28	45,202 29
legal expenses	9,180 75	11,684 60	20,865 35
oss and damage of freight and baggage	11,146 29	14,186 18	25,332 47
Damage to cattle and property	1,190 75	1,515 51 43,873 70	2,706 26
njuries to persons	84,472 19		78,345 89
njuries to persons	7,436 21	9,464 27	16,900 48
balance)	\$174,050 86	92,234 59 \$318,753 87	92,234 59 \$487,804 73
Grand total operating expenses	\$2,855,860 10	\$3,290,964 29	\$5,646,824 39
Grand total obstating expenses	\$2,000,000 10	40,200,002 20	\$0,010,024 39
General Balance Shee	t September	30, 1889.	
Assi			
Cost of road			\$25,820,498 89
Cost of equipment			3,145,409 00
Other permanent investments, as follows, viz.:			
Stock of other companies		\$475,485 00 168,778 30	
Comment and a confession with a			644,268 30
Ourrent assets, as jouws, viz.: Dash on hand			1 114 700 00
Dasn on nand	• • • • • • • • • • • • • • • • • • • •		1,114,760 00
Upon accounts	• • • • • • • • • • • • • • • • • • • •	••••••	1,114,760 00 365,732 23 288,714 22
Reston and Albany stock hought of Comm	anwagith of	fecenhnestte	300,114 33
Materials and supplies Boston and Albany stock bought of Comm and distributed to stockholders	CONTACTOR OF T	TODOGOTHOO (19)	1,044,405 00
Frustees improvement fund			1,499,471 77
Expénses	· · · · · · · · · · · · · · · · · · ·		1,547,848 73
urran gr v many district 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			\$35,471,089 14
			-00'51T'002 IF

DUSTUN AN.	D ALBANY.		111
Capital stock			\$20,000,000 00 10,858,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Dividends unpaid Open accounts. Loans and bills payable Earnings. Improvement fund Ware River sinking fund Accrued rental  *Profit and loss (surplus)		\$34,428 33 \$39,876 50 405,967 81 100,000 00 2,388,233 65 1,123,973 21 75,496 58 1,500 00	4,489,478 05 143,611 08
rions and ross (surprus)	• • • • • • • • • • • • • • • • • • • •	•	\$35,471,089 14
Traffic and Mile	age Statistic	DS.	
Item.	Through.	Local.	Total.
Number of passengers carried	1,121,169 59,677,873 1,851,624 283,447,985	10,099,590 138,365,031 1,959,232 130,272,102	11,220,759 198,032,904 3,810,856 418,720,087
Passenger train mileage			2,585,344 3,208,344 114,048
Total train mileage			5,907,786
	•	·	
ITEM.	Earnings.	Expenses.	Profit.

ITEM.	Earnings.	Expenses.	Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile	\$4,221,130 56 †33 †0189 †683 4,562,047 84 †1_13	\$2,355,860 10 211 0119 1398 3,290,964 29 86 0079 1 02	1,261,083 5 2	12 107 135 15 17 1025

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes. Average rate received per mile per ton for carry- ing freight, all classes.	Cents. 12.08	Cents. †1.782	Cents. †1.872
ing freight, all classes	0.76	1.68	1.05

<sup>\*</sup>This does not agree with the statement of "General Income;" ante; for explanation of discrepancy, see letter filed with Board of Railroad Commissioners, December 19, 1889. †Computations marked with a dagger are not based on the figures above reported by the company as to "passengers and freight carried," and same "carried one mile," or on the mileage as reported above.—R. R. Commissioners.

## REPORT OF THE RAILROAD COMMISSIONERS.

#### Description of Road and Equipment.

	MILES	OWNED.	all tate.	TOTAL	MILES.
TRACE.	Length in N. Y. State.	Entire length.	Miles leased, outside of Sta	Length in N. Y. State.	Entire length.
Main line from Boston, Mass., to Albany, N. Y., single track Total of branches or other roads, single track	89.30 17.33	201.65 105.20	83.13	39.30 17.83	201.65 188.33
Total single track	56.63	306.85	83.13	56.63	389.98
Second track on main line	39.80	201.65 16		39.30 1	201.65 16
Total second track	40.30	217.65		40.30	217.66
Third track on main line		9.49 9.47			9.49 9.47
Total third and fourth tracks		18.96			18.96
Sidings and turnouts on main line	27.22 6.89	167.73 49.50	15.59	27.22 6.89	167.73 65.09
Total sidings and turnouts	34.11	216.23	15.59	84.11	232.82
Grand total of tracks, sidings and turnouts	181.04	760.69	98.72	181.04	859.41
Laid with steel rail, main line Laid with steel rail, branches or other roads Laid with iron rail, branches or other roads	15.67	422.26 104.50 16.70	66.30 16.83	78.60 15.67 2.66	422.26 186.47 33.43

Average life of rails—steel, 10 years, iron, 3 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 72 lbs., minimum, 62 lbs.; iron, maximum, 63 lbs.; minimum, 50 lbs.; gauge of track. 4 feet 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rails.	Miles laid with iron rails.
Grand Junction. Newton Highland. Riverside Branch. Newton Lower Falls. Saxonville. Milford. Millbury. Spencer. Athol. Athol. operated by N.	Boston	Cook street Cook street Newton L. Falls. Saxonville Milford Millbury Spencer	•••••	9.45 6.89 3.04 1.10 3.70 12 3 2.18 45.26	Owned Owned Owned Owned Owned Owned Owned Owned	3.00	14.56 13.78 6.04 1.10 3.47 12 2.97 1.62 38.39	.55
Y. & N. B.  Chatham and Hudson. Providence. Webster and Springfield. North Brookfield. Ware River. Pittefield & N. Adams.	Springfield Chatham Webster Junc. E. Brookfield Palmer	Athol Junction Hudson Webster N. Brookfield Winchendon North Adams	17.83	1.25 17.33 11.23 4 49.36 18.55	Owned Owned Leased. Leased. Leased.	`i	15.67 11.28 1.77 41.39 11.91	1.35 2.66 3.23 7.96 6.6

ENTIRE LINE.

## BOSTON AND ALBANY.

#### Description of Road and Equipment - (Continued).

IN NEW YORK STATE.

BRIDGES.	Number.		egate gth.	Numbe	r. Agg	regate
Stone bridges Iron bridges Wooden trestles	4 14 3	1,	Feet. 110.00 311.45 392.50		15 32 17	Feet. 917.10 7,096.14 2,292.60 8,334.72
Total	21	1,	813.95	15	24	18,640.56
Equipment.		No. owned.	Maximum weight of each in tons.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-driversLocomotives, 6-driversLocomotives, 4-drivers		16 12 223	95 65 80	15 15 • 15	16 8 180	55
Total		251		· · · · · · ·	204	55

First-class passenger cars Baggage, mail and express cars	265 54	23	15 12	265 54	265 54
Total	319			319	319
Box freight cars	3,785	12	15	77	1,888
Stock freight cars Coal freight cars Coal freight cars, 4-wheels	221 1,180	131/2	12 10		
Flat freight cars	725	5 7	10 10		
Cuboose, 4-wheel cars	8	10	15 15		
Gravel, 4 wheel cars Service cars	215 42	3½ 22	10 10		
Total	6,512			86	1,888

Passenger cars are equipped with Westinghouse brake and Miller coupler; freight cars with Ames' car coupler and Turner & Baird and Westinghouse brake.

On main line split-rail switches are in use, and on branches split-rail and Tyler are used.

#### Miscellaneous Statistics.

. ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles Railroads crossing road at grade. Railroads crossing road over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade. Overhead obstructions less than 20 feet above track.	45 13	48.73 16 5 253 112 159

Passenger cars are heated with hot water and steam, and lighted with oil, 300°, and ventilated by windows in roof.

American Express Company runs over this line at a fixed charge for a certain amount of space; all excess charged at a fixed rate.

Wagner Palace Car Company runs over this road; no contract; no revenue to railroad company therefrom.

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#### 114 REPORT OF THE RAILROAD COMMISSIONERS.

Merchant's Despatch Transportation Company runs over road on commission; it uses its own cars and is given no preference; the colored transportation lines use company's cars.

Bate for carrying mail made by United States government.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	209.528	
Grain	517.400	13.6
Meats and provisions	145,174	3.1
Live stock	192,662	5.1
Lumber	251,444	6,0
Pig and bar iron and steel	71,866	2
Iron or other ores	126,643	3.1
Coal and coke	574,701	15.1
Petroleum and other oils	107,134	2.8
Manufactures	630,709	16.8
All other merchandise		18.0
All other agricultural products	274,543	7.1
Total	3,810,856	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers Employees Others	178	5 20	178 79
Total	236	25	261

#### EMPLOYEES.

Average number of persons employed (including officials) during year.... Aggregate amount of salaries and wages paid them during year...... 5,187 \$3,105,099 28

#### Officers of the Company.

WILLIAM BLISS President Boeton. Mass.  JAMES A. RUMRILL Vice-President	Title.	Official Address.
Walter H. Barnes. General Manager Boston, Mass. Charles E. Stevens Treasurer Boston, Mass. Henry T. Gallup. General Superintendent Springfield, Mass. Arthur Mills General Traffic Manager Boston, Mass. Henry B. Chapin General Traffic Manager Boston, Mass. Henry B. Chapin General Freight Agent Boston, Mass. Arthur B. Hanson General Passenger Agant Boston, Mass. Samuel Hoar. General Counsel Boston, Mass. Myron E. Barber. Auditor Boston Mass. William H. Russell Engineer Springfield, Mass Hamilton Perkins Assistant General Freight Agent Boston. Mass.	ISS President MEILL Vice-President BABNES General Manager STEVENS Treasurer LLUP General Superintendent LS General Freight Agent IANSON General Passenger Agent R. General Counsel ARBER Auditor RUSSELL Engineer ERKINS Assistant General Freight	Boston, Mass. Springfield, Mass. Boston, Mass. Boston, Mass. Springfield, Mass. Springfield, Mass. Boston, Mass. Boston, Mass. Boston, Mass. Boston, Mass. Boston, Mass. Company of the co

## Directors of the Company.

Name.	Residence.
WILLIAM BLISS	Boston, Mass.
John Cummings	Woburn, Mass.
EDWARD L. DAVIS	Worcester, Mass.
CHAUNCEY M. DEPEW	New York city.
Jarvis N. Dunham	Pittsfield, Mass.
EDWARD B. GILLETT	Westfield, Mass.
Samuel Hoar	Concord, Mass.
Moses Kimball	Brookline, Mass.
JACOB C. ROGERS	Peabody, Mass.
James A. Rumrill	Springfield, Mass.
CHABLES S. SARGENT	Brookline, Mass.
EDWARD D. HAYDEN	Woburn, Mass.
JOHN P. SPAULDING	Boston, Mass.

Title of company. Boston and Albany Railroad Company. General offices at Boston and Springfield, Mass. Date of close of fiscal year, June 30. Date of stockholders' annual meeting, second Wednesday in December. For information concerning this report, address Myron E. Barber, Boston, Mass.

## BRADFORD, ELDRED AND CUBA.

(Date of charter, May 11, 1881.)

For history of organization, see Reports of 1885, 1886.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	•		CAPI	TAL	STOCK.					
						COM	MON.			sh realized
					No. of sha	ires.	Par	value.	on amount outstanding.	
Authorized by law or Issued for actual case	r chartersh and now	outs	tandi	ng.	5,000 \$500,000 . ng. 4,800 480,000		\$480,000			
	and or the or the same		F	UND:	ED DEBT.				<u>'</u>	
Designation of	Date.	years.	INTE		Amount					Cash real- ized on
LIEN.	<b></b>	Term.	Rate.	p	When ayable.		thor- zed.	- outsta		amount outstand- ing.
First mort. bonds. Second mort. bds	1882 1882	50	p. c. 6 6	Ja: De	n. & July c. & June		500,000 <b>\$5</b> 00, 100,000 60,		000 000	\$500,000 60,000
Total		••••		••••			800,000	\$560,	000	\$560,000
	Cor	st of	Ros	d a	nd Equip	me	nt.			
							better	ions or rments g year g Sept. 1889.	To	otal cost of oad up to eptember 30, 1889.
Total cost of road September 30, 1888 Land					ported up	to	\$1	1,259 92		\$554,536 91 1,259 92
Grand total cost	of road an	d equ	ipme	ent.		•••••	\$1	,259 92		\$555,796 83
Incom Gross earnings from Less operating expe	e Account operation				_	_		•		\$47,762 76 89,189 41
Gross income from Deductions from in Interest on funded of Taxes on property u Taxes on earnings a Interest and discour interest paid on reco	come, as fo lebt due ar sed in ope and capital nt	llows, id ac ration stoc	viz.: crued n of r k	l oad	***********	• • • • •			) 	\$8,573 85
Deficit for year e	nding Sepi	temb	er 30.	1889	)					\$5,491 54 \$26,918 19
					me Accou				_	420,510 19
Deficit for year endi Deficit up to Septem	ng Septem	ber 3	0, 188	9		••••	• • • • • • • •	•••••••		\$26,918 19 182,070 37
m-4-1 1-0-14 C									_	

Total deficit September 30, 1889.....

## REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

	Passenger.	Freight	. Total.
Freight, all local		\$25,903	17 \$25,903 1
Freight, all local	\$18,699 0	·	18,699 (
Mail	1,815 8		
Express	1,230 18	3   `	1,230 1
Miscellaneous, as follows, viz.: Material sold and claims refunded	114 90	s	114 9
Total gross earnings	\$21,839 59	\$25,903	17 \$47,762
Operating	Expenses.	<del></del>	·
Maintenance of way and structures: Repairs of bridges (including culverts and)		1	1
cattle guards)	\$518 73	\$259	
depairs of stations, shops, docks, etc	193 78 90 07	90	88 290 0 03 135 1
cattle guards).  Repairs of stations, shops, docks, etc.  Repairs of fonces.  Other expenses for maintenance of way and	20 0	-	
structures	3,956 71	6,478	35 10,435
Total	\$4,759 26	\$6,879	62 \$11,638
Maintenance of equipment:	\$479 89	9959	79   \$1,439
Renairs of cars	280 96	998	01 1,275
Repairs of locomotives	160 81	54	00 214
Total	\$921 66	\$2,008	80 \$2,930
_Conducting transportation :		<u></u>	
Wagge of conductors and men	\$1,444 07	\$4,125	23 \$5,569
Wages of engineers and firemen	1,544 29 3,313 12	3,068 1,656	30 4,612 55 4,969
Wages of engineers and firemen	272 78	136	38 409
Water supply	123 31	61	65 184
Water supply	143 30	44	15 187
Wages of station agents and clerks and for	2,211 71	2,211	78 4.423
labor at stations	110 94		47 166
Station supplies Other expenses for conducting transporta-			
tion	79 27		
Total	\$9,242 79	\$11,438	77 \$20,681
General erpenses: Salaries of general officers and clerks	\$1,252 90	\$626	45   \$1,879 :
General office expenses and supplies	214 80 272 76	107 136	34 322
Stationery and printing	272 76 652 80		
Legal expenses	115 61		
Damage to cattle and property		97	50 27
relegraph maintenance and operation	8 70	4	34 13
Other general expenses	89 84	-	
Total	\$2.607 41		
Frand total operating expenses	\$17,531 12	\$21,658	29 \$39,189
General Balance Shee	-	r 30, 1889.	
Asse lost of road and equipment			, \$555,796
Other permanent investments, as follows, viz.:			604,119
Current assets, as follows, viz.:  ash on hand  bills receivable  bue by agents  pen accounts	• • • • • • • • • • • • • • • • • • • •		6,120
Bills receivable		•••••	28,466
Oue by agents	• • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	963 !
pen accounts	•••••	• • • • • • • • • • • • • • • • • • • •	1,770 (
undriesProfit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •	••••••	208,988

<sup>\*</sup>This item would appear to be more properly a credit to operating expenses.—R. R. Commissioners.

Liabii						
Capital stockFunded debt		••••••	. <b></b> .			80,000 00 80,000 00
Current liabilities, as follows, viz.:					18	86,420 00
Dividends unpaid	• • • • • •	• • • • • • •	• • • • • • •	• • • • • • • •	٠,	275 00 27,214 32
Dividends unpaid Audited vouchers and pay-rolls Open accounts	• • • • • •	• • • • • • • • • • • • • • • • • • •		•• • • • • • • • •	: ;	22,743 49
Loans and bills payable					. 1	21.485 01
Sundries	• • • • • •	•••••	• • • • • • • •	• • • • • • • • •		8,226 38
					\$1,40	06,314 1
Traffic and Mile	_	Statist	ies.			ll local
ITI					_	78,710
Number of passengers carried	• • • • • •	•••••	• • • • • • • •	• • • • • • • • • •	•	787,100
Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	 				:	28,420
Number of tons of freight carried one mile.	• • • • • • •	• • • • • • •		• • • • • • • •		568,400
Passenger train mileageFreight train mileage	• • • • • • • • • • • • • • • • • • •			• • • • • • • • •	·	41,120 21,500
Total train mileage				• • • • • • • •		62,620
ITEM.	1	nings.		enses.	Pr	ofit.
			<b>-</b>		·}	
Passenger earnings and expenses (including mail, express and miscellaneous earnings)		1.859 59	817	,531 12		4,328 47
Average per passenger carried		27	22		·	05
Average per passenger per mile	erage per passenger per mile		l	01		
Average per passenger train per mile Freight, earnings and expenses (including	Ì	53	1	42		11
miscellaneous earnings)	2	5,903 17	21	,658 29	1 .	1,244 88
Average per ton of freight carried	-	91		76		15
Average per ton of freight per mile Average per freight train per mile	ł	045 1 20	1	038 1 01	}	007 19
Average per merght train per mile	1	::	J		ļ	
Computed on earnings from carrying pa		are and	freight	only	•	Cents.
Average rate received per mile for carrying	passe	ngers,	all class	es		2.8
Average rate received per mile per ton for c	arryin	g freig	ht, all el	88888	•	4.5
Description of Roa	d and	l Equi	pment.			
•	•	l, all ite.	MILES	LEASED.	TOTAL	MILES.
		owned, Y. State	.99	<b>.</b>		بغ
TRACE.		W.	gth in Y. State.	ength.	gth in Y. State	e ength
		0	संऋ	9.9	चैक	9.0
		Miles in N.	an X	# # ·	ng Y	Entire
		M	Lean N.	Entire lei	Len N.	뮵
Main line, authorized from Cuba to State l	ine at					
Ceres Total of branches or other roads	•••••	23.71	24.24	29.28	23.71 24.24	23.71 29.98
			24.21	23.26	22.24 ———	₩.
Main line, single track (operated) Branches or other roads, single track		4.31	24.24	29.98	4.31 24.24	4.81 29.98
Total single track		4.31	24.24	29.98	28.55	34.29

.97

5.28

4.81

24.24

22.14

29.98

2.10

27.88

.97

29.52

4.31

22.14

.97

35.26

2.10

4.31

27.88

Sidings and turnouts on main line.....

Laid with steel rail, branches or other roads.....
Laid with iron rail, main line.....
Laid with iron rail, branches or other roads.....

Grand total of tracks, sidings and turnouts...

<sup>\*</sup> Mileage between Cuba and Little Genesee has been diminishel 19 40-100 miles. This portion of road was taken up by order of Supreme Court, Hon. L. L. Lewis presiding, at a special term held at Court house, in the city of Buffalo, on the 24th day of September, 1888.

Average life of rails—iron, 5 years; average life of ties, 5 years; weight of rails per yard—steel, 40 lbs.; iron, 30 lbs.; gauge of track, 3 feet; ballasted with gravel and loam.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Wellsville, Bolivar and Eldred Bradford, Richburg and Cuba	Wellsville State line at Ceres.	Little Genesee. Eldred, Parrer	20.62 3.62	20.62 9.36	Leased.	2.10	20.62 7.26

	IN NEW Y	TORK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Wooden bridges Wooden trestles	3	Feet, 305	3	Feet. 305 5,280	
Total	3	305	3	5,58	

EQUIPMENT,	No. owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers Locomotives, 4-drivers	3 3	40,000 36,000	3 2	
Total	6		5	
First-class passenger cars Second-class passenger cars Baggage, mail and express cars Total	5 3 3		5 3 3	5 1 3
Box freight ears. Coal freight ears, gondolas Flat freight ears Hand ears Service ears	15 69 36 5 6			
Total	131			

Eames' vacuum brake and Miller coupler and buffer are used on passenger cars, and the ordinary hand brake on freight ears.

Switches in use on road, all point switches, old style.

#### Miscellaneous Statistics.

ITEM.	In N.Y. State.	Entire line.
Railroads crossing road at grade	1	

Passenger cars are heated by coal stoves and lighted by oil lamps; ventilated by roof ventilators.
United States Express Company runs over this line, and pay one and a half times firstclass freight rates.
Contract with the United States government for transportation of mails at \$59.85 per mile for \$3.15 miles.

#### DESCRIPTION OF FREIGHT MOVED.

· ITEM.	Tonnage.
Flour and meal	518 42
Grain	1,167
Live stock	6,17 <b>4</b>
Pig and bar iron and steel.	14
Iron or other ores. Petroleum and other oils	193
Manufactures	1,8 <b>63</b> 530
All other agricultural products	427 17,480
Total	28.420

#### EMPLOYEES.

A manage anymhan of naveane amplemed (including officials) during TARE	67
Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them during year	
Aggregate amount of salaries and wages naid them during year	\$31.000

#### Officers of the Company.

Name.	Title.	Official Address.
THOMAS C. PLATT	Receiver	New York city.
FRANK M. BAKEB	Auditor and Agent for Receiver.	Addison, N. Y.
WILLIAM M. BRIEN	Cashier	New York city.
W. W. ATWOOD	Cashier	Wellsville, N. Y.

#### \* Directors of the Company.

Title of company, Bradford, Eldred and Cuba Railroad Company.
General offices at 49 Broadway, New York city.
Date of stockholders' annual meeting, May 13.
For information concerning this report, address Frank M. Baker, Agent for Receiver, Addison, N. Y

#### BROOKLYN, BATH AND WEST END.

(Date of charter, January 22, 1879.)

For history of organization, see Report of 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	сомп	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash	2,500 1,450	\$250,000 145,000	\$250,000 145,000
Total now outstanding	. 3,950	\$395,000	\$895,000

<sup>\*</sup> Reported to be the same as for 1885. The last list reported to this Board was for the year 1884.— R. R. Commissioners.

## FUNDED DEBT.

DESIGNATION OF	Data	years.	INTEREST.		INTEREST.		INTEREST.		Amount	Amount	Amount	Cash realized
LIEN,	Date.	Term,	Rate.	When payable.	ized.	author- ized. outstand- ing.	on amount outstand- ing.					
First mortgage Second mortga'e		20 20	p.c. 5 5	July & Jan. 1 Apr. & Oct. 1	\$250,000 250,000	\$250,000 145,000	\$250,000 100,000					
Total					\$500,000	\$395,000	\$350,00					

W. C.	Additions or betterments	Total cost of road up
ROAD.	during year ending Sept. 30, 1889.	to Sept. 30, 1889.
Cost of road to September 30, 1888, as reported. Grading, masonry and ballast Superstructure (including ties). Rails Land Right of way Fences. Passenger and freight stations	\$3,730 69 2,079 70 2,621 15 3,814 37 100 00 18 53 2,055 23	\$726,804 1
Shops, machinery and tools Fuel and water stations Engineering expenses. Interest and discount charged to construction. Legal expenses. Building sewer	138 90 261 03 666 00 30,295 20 1,537 50 466 (0	
Total cost of road	\$47,284 30	\$774,088
EQUIPMENT.		
Cost of equipment to September 30, 1888, as reported Locomotives	\$1,283 00 10,018 09	\$39,479 1,283 10,018
Total cost of equipment	\$11,301 09	\$50,780
Grand total cost of road and equipment	\$58,585 39	\$824,869
Grading, filling in and putting in additional track at terminus; fences and other betterments at Coney I making connection with the Prospect Park and Coney I Company's tracks at Coney Island Land purchased on account of Union Depot	Coney Island slaud station, sland Railroad	\$4,644 3,314

\$58,585 39

\$35,468 49

## Income Account for Year Ending September 30, 1889.

Gross earnings from operation	\$90,125 23 64,717 12
Gross income from all sources	\$25,408 11
Deductions from income, as follows, viz.:         Interest on funded debt due and accrued.       \$19,741 74         Rentals.       358 71         Taxes on property used in operation of road       2,066 31         Taxes on earnings and capital stock       422 15         Taxes other than above.       26 08	
	22,614 99
Surplus for year ending September 30, 1889	\$2,793 12
General Income Account.	
Surplus for year ending September 30, 1889	\$2,793 12 15,223 68
Total surplus September 30, 1889	\$18,016 80
DETAILED STATEMENT OF RENTALS.	
New Utrecht station	\$358 71

## Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local Passengers, all local Express Rentals \$187 00	\$87,633 06 490 27	\$1,422 93	\$1,422 93 87,633 06 490 27
Car hire	578 97		578 97
Total gross earnings	\$88,702 30	\$1,422 93	\$90,125 23

#### OPERATING EXPENSES.

BLUUWEI	unce	w	auy	unu z	su accui	ca.
		. 1			11 1	

Repairs of track and roadbed	\$5,279 40 1,143 71 884 07
Total	\$7,307 18
Maintenance of equipment:	
Repairs of locomotives	\$3,112 02 2,624 47 217 03
Total	\$5,953 52
Conducting transportation:	
Wages of conductors and men	\$6,686 24 5,720 30 11,215 11
Oil and waste	549 46 881 87 574 58
Other train supplies or expenses.  Wages of station agents and clerks.  Wages for labor at stations.	4,487 79 952 21 973 26
Station supplies.  Wages of watchmen. flagmen and switchmen.  Other expenses for conducting transportation.	2,838 47 589 20

General expenses:  Salaries of general officers and clerks General office expenses and supplies Stationery and printing.  Outside agencies and advertising.  Legal expenses Damage to cattle and property.  Injuries to persons.  Other general expenses.  Total.  Grand total operating expenses.			\$6,196 38 731 31 2,184 85 1,303 44 713 46 717 56 3,604 77 1,635 66 \$15,967 99
General Balance Shee	t September	30, 1889.	
Ass			
Cost of road		• • • • • • • • • • • • • • • • • • • •	\$774,088 44 50,780 56
Current assets, as follows, viz.:		**************	90,100 W
Cash on handOpen accounts		. \$7,833 02 . 27,081 23 . 1,062 48	
			35,946 13
		_	\$860,815 76
Liabita			
Capital stockFunded debt		••••••	\$395,000 80 395,000 60
Interest on funded debt due and accrued Audited vouchers and pay-rolls Open accounts Loans and bills payable Profit and loss (surplus)		3,516 92 2,387 22 42,949 67	52,798 96 18,016 96
		-	\$860,815 70
Traffic and Mile	enge Statistic	D <b>4.</b>	
ITEM.			All local
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried. Number of tons of freight carried one mile			810,211 3,036,23 4,031 18,971
Passenger train mileage Freight train mileage			122,757 554 6,130
Total train mileage		·····-	129,44
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including malls express and miscellaneous earnings) Average per passenger carried	*\$90,125 23 1112 0296 7342	\$64,717 12 0798 0213 5272	\$35,406 11 0314 0051 2074
Ite			

<sup>\*</sup> Freight included in passenger earnings.

## BROOKLYN, BATH AND WEST END.

Description of Road and Equipment.	
TRACK.	Miles owned, all in N. Y. State.
Main line, from Brooklyn to Coney Island, single track	6.64 6.14
Grand total of tracks, sidings and turnouts	16.50-
Laid with steel rail, main line	12.85 3.65-
Average life of rails—steel, 15 years, iron 10 years; average life of ties of rails per yard—steel, maximum, 56 lbs., minimum, 50 lbs.; iron, minimum, 95 lbs.; gange of treek A feet 84 inches; heliested with gr	5 years; weight aximum, 40 lbs.,

minimum, 35 lbs.; gauge of track, 4 feet 8% inches; baliasted with gravel and broken stone.

Para 200	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridges	2	Feet.	

Equipment.	No. owned.	Average cost o	Maximum weight of each in pounds.	Average life o	No. equipped with paten brake.
Locomotives, 4-drivers	7	\$7,000	60,000	20	7
First-class passenger cars	7 28 2	\$3,000 2,000 2,000	20,000 7,000 8,000	15 10 8	7 28 2
Total	37				37
Box freight cars	2 8 10	\$500 350 180	16,000 8,000 5,000	10 10 8	2
Total	15				2

Eames' vacuum brake. link and pin coupler, ordinary draw-head, used on cars. All point switches used on road.

ITEM.	

miscollendods pensistron	73-A/ 1/ /-
· ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	8
Highway crossings at grade protected by gates or flagmen	ē

Miscellaneous Statistics.

Passenger cars are heated by stoves, lighted with center kerosene lamps and ventilated by patent top ventilators.

Brooklyn, Bath and West End Express operates over this road and pays twenty-five per cent of gross receipts for transportation.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour	871	21.50
Grain Lumber Manufactures	.1 110	2.75 3.50
All other merchandise. All other agricultural products. All other articles not included above	1 83	2 1.75
All other articles not included above		68.25

#### ACCIDENTS.

The state of the s	Injured.	Killed.	Total.
Passengers. Employees Others	1 2	2	3
Total		2	11

#### EMPLOYEES.

Average number of persons employed (including officials) during year	
Aggregate amount of salaries and wages paid them	\$41,985 I

#### Officers of the Company.

Name.	Tille.	Official Address.
JOHN M. BUTLER	President	119 South Fourth St., Philadelphia, Pa.
		Fifth and Green St., Philadelphia, Pa.
		122 South Fourth St., Philadelphia, Pa.
JOHN P. HEINDELL	Superintendent	Fifth Ave. and 27th St., Brooklyn, N. Y.

#### Directors of the Company.

Name.	Residence
JOHN M. BUTLER	119 South Fourth St., Philadelphia, Pa.
JOHN DICKEY	Ninth National Bank, Philadelphia, Pa.
ISAAC GERHART	
W. A. Ingham	
JOHN L. KATES	
Frederick Prime, Jr	222 South Third St . Philadelphia. Pa.
EDWARD ROBERTS, JR	320 Walnut street, Philadelphia, Pa.
Percival Roberts	
W. FREDERICK SNYDER	N. W. cor. 5th and Green Sts. Phil., Pa.

Title of company, Brooklyn, Bath and West End Railroad Company. General offices at Twenty-seventh street and Fifth avenue, Brooklyn, N. Y. Date of close of fiscal year, September 30. Date of stockholders annual meeting, November 14. For information concerning this report, address John P. Heindell, Superintendent.

## BROOKLYN AND BRIGHTON BEACH.

(Date of charter, September 2, 1887.)

For history of organization, see Report of 1888.

#### Capital Stock and Funded Debt.

	Capi	tal Sto C		and F		led De	bt.		
	COMMON. PREFERRED.			Cash					
	No. of shares. Par value. No. of shares			Par value.	realized on amount outstand- ing.				
Authorized by law or c issued on account of struction, and now standing	of con-		00	\$500,	000	5,0	00	\$500,000	\$1,000,000
Grand total of common Number of stockholder	and pr	•••••	••••	k now	• • • •	standi	ng.		\$1,000,000
<del></del>	<del>_</del>		di	<del></del>	ī		1		T
Designation of Lien.	Da	te.	Тегт, уевгв	Rate of interest.		lmoun thorize		Amount outstand-ing.	Cash realized on amount outstand- ing.
First mortgage bonds.	Sept.	1, 1887.	40	p. c.		\$500,000 \$		\$500,000	\$498,884 66
	Cos	t of Ro	ad	and E	qui	pmen	t,		
	Roa	D,				•	bet du en	ditions or iterments ring year ding Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889.
Grading, masonry and ballast Bridges Ruperstructure (including ties) Raile					\$284.503 98 39,774 83 98.807 24 75.303 97 548,589 22 13.603 11 48,583 99 14.296 74 1,008 75 3,721 80 15,975 71 1.115 34 3,965 07 4,056 77 800 00 388,816 26 \$1,543,010 78				
Total cost of equip						ŀ	<u></u>	**********	\$110,856 60
Grand total cost of roa	a and e	quipme	nt	•••••	••••	••••••		\$5,862 78	\$1,653,867 38

DETAILS OF ADDITIONS OR BET	TERMENTS DU	RING THE YEAR	-
Purchase of land	Brighton Beas	<b>h</b>	\$71 00 5,791 78
Total			85,882 79
Income Account for Year I	-	•	
Gross earnings from operation.  Less operating expenses (excluding all taxes)	8)		\$1.23,620 76 69,659 31
Gross earnings from all sources	•••••••		\$54,061 45
Deduction from income, as follows, viz.: Interest on funded debt due and accrued Taxès on property used in operation of road Taxes on earnings and capital stock Taxes other than above Other interest Terminal property department		1.031 62	
Deficit for year ending September 30, 188	9	• • • • • • • • • • • • • • • • • • • •	\$35,921 GL
General Inco	me Account.		
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888			. 35,921 Q 28,177 33
Total deficit September 30, 1889			
· Analysis of Gross Earning	_	ing Expense	<b>3.</b>
Earn	INUS.		
	Passenger.	Freight.	Total.
Freight, all local		\$3,903 25	\$3,809 25
Freight, all local Passengers, all local Express	\$119,292 60 524 91		119,292 60 524 91
Total gross earnings	\$119,817 51	\$3,803 25	\$123,639 78
· Operating	Expenses.		
Maintenance of way and structures:			
Repairs of track	\$3,049 48	•••••	\$3,049 48
cattle-guards)	398 87 863 90	••••	398 37 363 99
Repairs of stations, shops, docks, etc Repairs of fences	837 00		363 99 237 90
Repairs of fences Other expenses for maintenance of way and structures			
Buructures	461 82	***************************************	461 89
Total	\$4,610 57	••••••	\$4,610 57
Maintenance of equipment:			
Repairs of locomotives	\$4,556 01 2,719 73	•••••••	84,556 01
Repairs of machinery and toolsOther expenses for maintenance of equip-	11 85		2,719 73 11 <b>6</b> 5
Other expenses for maintenance of equipment	255 68		255 68
Total	\$7,543 27		\$7,543 25
	<b>4.</b> ,020 2.		\$1,055 21
Conducting transportation;	AP	****	
Wages of conductors and men Wages of engineers and firemen Fuel for locomotives.	\$5,157 14 6,398 52	\$300 00 332 40	\$5,457  4 6,790  2
Fuel for locomotives	15.682 98	564 16 43 00	16,247 4
Oli and waste	1,157 95	48 00	1,200 15
Water supply	688 56 8,947 78	25 00	713 % 3.947 /3
Station supplies	228 10		3,947 19 228 10
Station supplies			
men	5,093 86		5,093
Total	\$38,354 89	\$1,264 56	\$39,615 U

## Analysis of Gross Earnings and Operating Expenses - (Continued).

•	Passenger.	Freight.	Total.
General expenses:	•		
Salaries of general officers and clerks	\$11,900 00	l l	\$11,900 00
General office expenses and supplies	641 20		641 20
Stationery and printing Outside agencies and advertising	827 84		827 84
Outside agencies and advertising	1,277 24		1,277 24 1,798 60
Legal expenses	1,793 60 135 00		1,793 60
Other general expenses	1,211 14		1,211 14
Total	\$17,786 02		\$17,786 02
Grand total operating expenses	\$68,294 75	\$1,264 56	\$69,559 31
General Balance Shee	-	30, 1889.	
Cost of road			<b>A1 F 1 B 1 1 B 1 1 1 1 1 1 1 1 1 1</b>
Cost of road	• • • • • • • • • • • • • • • • • • • •	••••••	\$1,543,010 78 110,856 60
Current assets, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •	••••	TT0,200 60
Cash on hand			959 72
Open accounts	· · · · · · · · · · · · · · · · · · ·		12,303 19
Open accounts Materials and supplies. Profit and loss (deficiency).	• • • • • • • • • • • • • • • • • •		489 48
Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • •		59,698 93
			\$1,727,818 70
T		•	
Capital stockLiabitr	TIES.		\$1,000,000 00
rundea dept	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	500,000 00
Current liabilities, as follows, viz.:			
Audited vouchers and pay-rolls	• • • • • • • • • • • • • • • • • • • •	•••••	6,689 87
Open accounts. Loans and bills payable	· · · · · · · · · · · · · · · · · · ·		26,454 29 194,175 04
and said payable	• • • • • • • • • • • • • • • • • • • •		\$1,727,318 70
Traffic and Mile	nage Statisti	06.	31,121,316 10
ITE	•		All local.
			All local.
Number of passengers carried one mile	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	761,954
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile .	· • • • • • • • • • • • • • • • • • • •		5,854,678 82,012
Number of tons of freight carried one mile .	· · · · · · · · · · · · · · · · · · ·		224,084
Passenger train mileage	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	88,106
All other train mileage	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	4,948
vanot cratti milioako	• • • • • • • • • • • • • • • • • • • •	***************************************	2,266
Total train mileage	•••••••		95,320
Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including			
Mail. At press and migrallaneous earnings):	\$119,817 51	\$68,294 75	\$51,522 76
Verage per passenger carried	1566 0224	0893	0673
verage per passenger per mile	1 36	0128 775	0096 585
reight earnings and expenses (including	1 00		080
III IACA II A DAONA ARTO IN CAL	3,808 25	1,264 56	2,538 69
verage per ton of freight carried verage per ton of freight per mile	1188	0395	0798
Average per ton of freight per mile	017 7686	0056 2555	0114
	7686	2005	5131

#### ITEM.

Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for passengers, all classes	2.2278 1.6972

# REPORT OF THE RAILBOAD COMMISSIONERS.

120 REPORT OF THE IVAILROAL	D COM	WISSIC	ners.		
Description of Road and Track.		-	)	files own	
Main line, from Atlantic avenue to Brighton Beac Second track on main line	h, O. I.,	single t	rack	•	7.50 7.50 2.36
Grand total of tracks, sidings and turnouts				·	17.36
Laid with steel rail, main line	ife of tie	8. 5 <b>v</b> es	rs: wei	ght of re	15 ails per
		T	IRE LINI		YORK
Bridges.		Nu	mber.	Aggr	egate igth.
Iron bridges		.1	9 2 1		Feet. 1,550 175 100
Total	••••••		12		1,825
Equipment.	No. owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	8	64,000	6	8	
First-class passenger cars	42 2	25,000 25,000	5	42	2
Total	44	•••••	<b></b>	44	44
Box freight car	1 6 1	16,000 15,000 15,000	5 2 2		1
Total	8	•••••	•••••	•••••	1
Westinghouse and Eames' vacuum brake and passenger cars; Horton split switch in use on road			and cou	pler in	use on
Miscellaneous Sta ITEM.	tistics.	•		Entire	line in State.
Telegraph owned. miles	flagme	n	••••••	•	8.5 13 11
Passenger cars are heated by steam, lighted vertilators.  DESCRIPTION OF FREIGHT			ntilated	i by Cr	eamer's
ITEM. Meats and provisions					onnace. 13
Iron or other ores.  Coal and coke	••••••	••••••	· · · · · · · · · · · · · · · · · · ·	• •	18 760 134 77
Manufactures				·	30,835 30,835
Total		• • • • • • • • • • • • • • • • • • • •	••••		82,013

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them during year	78 \$33.129 70
were to war and the or paration and war to being mom duting your	400,120 10

#### Officers of the Company.

Name.	Title	Official Address.
James Jourdan	President	846 Fulton St., Brooklyn, N.Y.
Edward L. Langford	Secretary & Treasurer.	346 Fulton St., Brooklyn, N.Y.
James L. Morrow	Superintendent	846 Fulton St., Brooklyn, N.Y.

#### Directors of the Company.

Name.	Residence.
James Jourdan	Brooklyn, N. Y.
AARON S. ROBBINS	Brooklyn, N. Y.
WM. MARSHALL	
ABRAHAM B. BAYLIS	Brooklyn, N. Y.
GEORGE I. MURPHY	Brooklyn, N. Y.
URIEL A. MURDOCK	New York'city.
EDWARD L. LANGFORD	Brooklyn, N. Y.

Title of Company, Brooklyn and Brighton Beach Railroad Company. General offices at 348 Fulton street, Brooklyn, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in September. For information concerning this report, address Edward L. Langford, Secretary and Tressurer.

#### BROOKLYN AND ROCKAWAY BEACH.

(Date of charter, December 4, 1863.)

For history of organization, see Reports of 1885 and 1888.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	ООМП	eon.	Cash realized on amount
	No. of shares.	Par value.	outstanding.
Authorized by law or charter	3,000 2,950	\$150,000 147,500	\$147,500

#### FUNDED DEBT.

		years.		INTEREST.		Amount	Cash realized
Designation of Lien.	Date.	Term, ye	Bate.	When payable.  Amount authorized.	author- outstand-		
First mortgage Impro'ment bds.	May 1, 1889 April 1, 1889	20 1-10	p.c. 6	May 1, Nov. 1 Apr. 1, Oct. 1	\$58,000 10,000	\$58,000 10,000	\$58,000 10,000
Total	•••••	ļ			\$68,000	\$68,000	\$68,000

### Cost of Road and Equipment.

	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889,
Grading, masonry and ballast	\$12,785 71 361 50	\$83,716 24 132,533 66 15,149 20
Total cost of road	\$13,147 21	\$231,399 10
EQUIPMENT. Total cost of equipment		\$68,394 39
Grand total cost of road and equipment	\$13,147 21	*8299,793 49
DETAILS OF ADDITIONS OR BETTERMENTS DUR	ING THE YEAR	
For a strip of land to widen roadbed	eadow marsh	\$411 50 111 60 12,262 61 861 50
Total		
Income Account for Year Ending Septem	her 20. 1989.	
Gross earnings from operation	•	
Net earnings from operationRents collected		
Gross income from all sources.  Deduction from income, as follows, viz.: Interest on funled debt, due and accrued Interest on floating debt. Taxes on earnings and capital stock Taxes other than above	\$4,415 00 553 39 341 86	
Surplus for year ending September 30, 1889		\$20,779 9
General Income Account.		
Surplus for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	\$20,779 9: 11,581 6
Total surplus September 30, 1889	· · • · · · · · · · · · · · · · · · · ·	\$32,361 8
Analysis of Gross Earnings and Operati	ng Expenses	
Passengers, all local	•••••	849,878 5
OPERATING EXPENSES.		
Maintenance of way and structures: Repairs of track Repairs of roadbed Repairs of stations, shops, docks, etc.	••••••••	\$481 6 756 8 1,467 5
Repairs of stations, shops, docks, etc		\$3,706.9
	• • • • • • • • • • • • • • • • • • • •	1100
Total.  Maintenance of equipment: Repairs of locomotives	••••	\$559

<sup>\*</sup>The cost of the road includes an extensive terminus on Jamaica bay, consisting fock, hotel and other buildings at Canarsie Landing, and dredging of one mile for steam ferry boat channel in Jamaica bay for ferry purposes, making the cost per m for so short a road appear very large.

Brooklyn and Rockaway Beach.	131
Conducting transportation: Wages of conductors and men. Wages of engineers and firemen Fuel for locomotives. Oil and waste. Water supply. Wages of station agents and clerks. Cost of maintenance of steamboat ferry across Jamaica bay. Wages of watchmen, flagmen and switchmen.	\$18,682 87
General expenses:	
Salaries of general officers and clerks. General office expenses and supplies Stationery and printing. Outside agencies and advertising. Legal expenses Maintenance of police expenses. Maintenance of insurance Maintenance of parks and yar is at Canarsie 883 72	\$1,781 50 236 61 206 30 566 24 422 00
Total	1,516 22 84,728 87
Grand total operating expenses	\$28,379 82
area over operating or possession	
General Balance Sheet September 30, 1889,	
Assets.	
Cost of road	\$231,399 10 68,394 39
Cash on hand Bills receivable Open accounts	15,727 58 782 30 2,227 18 \$318,530 45
Liabilities.	
Capital stockFunded debt	\$147,500 00 68,000 00
Current liabilities, as follows, viz.:  Open accounts.  Loans and bills payable  Profit and loss, ledger account.  Discrepancy	4,952 30 6,945 11 91,116 96 16 08
Traffic and Mileage Statistics.	
ITEM.	A11.11
Number of passengers carried (estimated)	All local. 490.900
NOTE.—This road is but three and one-half miles in length and has six stermint. The fare is largely collected on the trains, much for short distan no accourate account of the number of passengers carried can be kept.	,
Description of Road and Equipment.	
Track. ii	les owned, all 1 N. Y. State.
Main line from East New York to Canarsie Landing, Jamaica bay, single track. Sidings and turnouts on main line	•
Grand total of tracks, sidings and turnouts	4.5
•	***
Laid with steel rail, main line. Laid with iron rail, main line	1.5
Average life of rails—iron, 10 years; average life of ties, 7 to 8 years; we per yard—steel, 56 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8 inches; ballast and coal cinders.	eight of rails ed with sand

#### Description of Road and Equipment - (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	3	\$6,000	40,000	3	
First-class passenger cars	13	\$1,500		13	
Flat 4-wheel cars	2 2	:	:::::	:::::	
Total	4				*1446

Eames' vacuum brake and coupler from J. G. Brill & Co., Philadelphia, are used on car. The patent tongue-switch is used on this road.

#### Miscellaneous Statistics.

Entire line in

	ITEM.	N. Y. State
Cost of real estate now held by company tion, about		

Flagmen are maintained at all important crossings during the summer season and at two or three in winter. Two crossings are protected by gates in the summer. Passenger cars are heated by coal stoves, lighted by lamps and ventilated by windom in roof and side of close cars. Most of cars are open excursion cars for summer use.

#### Officers of the Company.

Name.	Title.	Official Address.
HENRY W. JOHNSON	President and Treasurer Secretary Superintendent	189 Broadway, New York city.

#### Directors of the Company.

Name.	Residence.
DEWITT C. LITTLEJOHN	Oswego, N. Y.
HENRY W. JOHNSON	New York city.
HUGH LITTLEJOHN	Marion, Ohio.
S. A. LATHROP	New York city.
WILLIAM WARNER	Canarsie, N. Y.
JAMES M. HINES	Oswego, N. Y.

Title of company, The Brooklyn and Rockaway Beach Railroad Company.
General offices at Canarsie, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Thursday in June.
For information concerning this report, address D. C. Littlejohn, President, Oswego, N. Y.

226,133 89

## BUFFALO, BRADFORD AND PITTSBURGH.

LESSOR.

Lessee — New York, Lake Erie and Western.
(Date of charter [consolidation], March 4, 1859.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

			CAE	ITAL STOCK.						
							COM	MON	r.	
	•					No. of	shares.	P	ar value.	
Authorized by law Issued for actual c now outstanding	ash and on a	ccou	ınt o	f construction	and		22,964		*\$100 2,286,400	
Number of stockh	olders	••••		NDED DEBT.					91	
			1		1		1		7	
		years		INTEREST.	A	nount	Amon	nt	Cash real-	
Designation of Lien.	Date.	Term, y	Rate.	When payable.	au	thor- zed.	outstar ing.	ıd-		
Mortgage bonds	Jan. 1, 1865	81	p.c.	Jan. 1 & July 1	\$2,	000,000	\$580,0	000	\$580,000	
Details of the or issue of bonds an building their respectock and bonds, wossession. The restocks	iginal cost of it stock of the ective roads, it haddit oad is, hower rments.	f this tv	s rovo con con con con con con con con con co	ompanies consost, therefore, is etterments pur onsible for the	ains solid is pla t on follo	able. I ating t aced at since t owing:	o the co the par he Erie	onti val con	ractors for ue of such	
	General B	alaı	ace i	Sheet Septem	ber	30, 188	9.			
lost of road	••••		• • • • •	ABSETS.	• • • • •		•••••	_	3,092,533 89	
apital stock funded debt	•••••	••••		IABILITIES.	• • • • •	•••••	•••••		2,286,400 00 580,000 00	
Current liabilities,	as follows, v	iz.:								

Open accounts, advances ......

Officers	of	the	Com	pany.
----------	----	-----	-----	-------

Name.	Title.	Official Address.
SAMUEL HINES	President	Scranton, Pa. New York city.
AUGUSTUS R. MACDONOUGHEDWARD WHITE.	Secretary	New York city.
WILLIAM J. MURPHY	Superintendent	Jersey City, N. J.

Directors of the Company.	
Name.	Residence.
Samuel Hines	Scranton, Pa.
WILLIAM A. MAY	Scranton, Pa.
JOSEPH H. STERLL	Scranton, Pa.
ABBAM K. JOHNSON.	Bradford, Pa.
John King	New York city.
8. M. Friton, Jr	. New York city.
AUGUSTUS R. MACDONOUGH	New York city.

Title of company, The Buffalo, Bradford and Pittsburgh Railroad Company. General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address A. R. Macdonough, Secretary.

## BUFFALO CREEK.

(Date of charter, January 25, 1869.)

#### Capital Stock and Funded Debt,

CAPITAL STOCK.

•	сом	Cash realized	
	No. of shares.	Par value.	on amoust outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	2,500	\$250,000	\$250,000

## Number of stockholders.....

FUNDED DEBT.

10

		98r8.		INTEREST.	Amount		Cash real- ized on
Designation of Lien.	Date.	Тегш, уе	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	amount outstand- ing.
Regist'd 1st mort.	Jan. 1, 1882	25	p.c. 6	Jan.1&July1	\$250,000	\$250,000	\$250,000

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30. 1889.
Grading and masonry		\$62,960 83
Bridges		132,318 26 218,346 67
Land	<b>*\$7,928 00</b>	78,245 47
Engine and car houses		1,757 16 4,010 40
Engineering expenses		7,759 63

## BUFFALO CREEK.

Cost of Road and Equipment - (Continued).

Road.	Additions or bettermen's during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889.
Telegraph line. Extending ship canal. Shore protection (Lake Erje).	\$1,882 08	\$614 24 57,841 76 42,699 01
Total cost of road	*\$3,045 92	\$606,553 23
EQUIPMENT. LOCOMOtives	\$18,097 11	\$59,297 01
Grand total cost of road and equipment	\$15,051 19	\$665,850 24
DETAILS OF ADDITIONS OR BETTERMENTS DUI Dredging ship canal	•••••••••••	
	1	\$10,001 19
Income Account for Year Ending Septem Gross earnings from operation		\$217,073 60 75,936 18
Net earnings from operation		\$141,137 43
Income from other sources, as follows, viz.: Rent Interest	\$15 00 1,165 00	1,170 00
Gross income from all sources		\$142,807 42
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road. Taxes on earnings and capital stock	\$16,875 00 8,438 32 4,462 95	29.776 27
Net income from all sources		\$112,531 15
Payments from net income, as follows, viz.: Dividends declared, 50 per cent		125,000 00
Deficit for year ending September 30, 1889	-	\$12,468 85
General Income Account.	••••••	
Deficit for year ending September 30, 1889, as shown Burplus up to September 30, 1888 Uncollectible accounts	\$389,581 26	
Total surplus September 30, 1889		\$89,512 <b>78</b> \$377,043 88
	,	
Analysis of Gross Earnings and Operati Earnings.	ng Expenses	•
Total gross earnings (freight only)	••••••	\$217,073 60
OPERATING EXPENSES		
Maintenance of way and structures: Steel rails laid, sixty-one tons, cost \$1,772.11. Bepairs of roadbed Bepairs of bridges (including culverts and cattle guards) Bepairs of stations, shops, docks, etc Repairs of fences Other expenses for maintenance of way and structures		\$12,375 69 2,201 28 102 97 20 24 2,055 83
Total		\$16,755 96

Maintenance of equipment: Repairs of locomotives	\$1,130 44 546 91
Total	\$1,677 35
Conducting transportation: Wages of conductors and men. Wages of engineers and firemen. Fuel for locomotives Oil and waste Water supply Other train supplies or expenses. Wages of station agents and clerks. Wages of watchmen, flagmen and switchmen.	(690 b)
other expenses for conducting transportation	
Total	\$38,628 1
General expenses:  Salaries of general officers and clerks. General office expenses and supplies. Stationery and printing Legal expenses.  Damage to cattle and property. Injuries to persons Telegraph maintenance and operation Other general expenses.	331 99 407 64 1,656 65 608 78 10,279 00 1,245 15
Total	\$18,874 12
Grand total operating expenses	
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road         Cost of equipment         Ourrent assets, as follows, viz.:         Cash on hand       \$6,497 58         Bills receivable       140,000 00         Due by agents       161 87         Open accounts       72,275 96	\$606,553 25 59,297 61 218,935 41
•	\$884,785 65
T. (ART). (TTES.	
Capital stock Liabilities.	\$250,000 00
Funded debt	250,000 00
Current liabilities, as follows, viz.:  Interest on funded debt due and accrued	7,741 17
Profit and loss (surplus)	
	\$884,786 65
Description of Road and Equipment.	
Track.	Entire length in N.Y. State.
Main line from William street to Peck slip, Buffalo, single track Branches	
Total single track	
Second track on main line	2.73 .40
Total second track	
Sidings and turnouts on main line	6.37
Bidings and turnouts on branches or other roads	
Bidings and turnouts on branches or other roads	6. <b>3</b> 1 1.55
Bidings and turnouts on branches or other roads  Total sidings and turnouts	6.37 1.55 7.92

## BUFFALO CREEK.

Weight of rail per yard—steel, 58 pounds; iron, 58 pounds; gauge of track, 4 feet 8% inches; ballasted with gravel and cinders.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Entire length in N. Y. State.	Owned or leased,	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Prennatt StreetBeach Branch	Main line Main line	Oil refinery Lake Erie	1.33 2.18	Owned. Owned.	0.40	0.58 1.66	0.75 0.52

	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridges	2 4	Feet. 520 450	
Total	6	970	

Locomotives, 6-drivers	7	\$8,471	{ *100,000 †160,000	3
EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equippd with patent brake.

No cars owned by this company. All kind of brakes and couplers are used on cars from connecting roads.

Lorenz split switches for new work on main tracks where used by passenger trains, and at other points where required for safety.

## Miscellaneous Statistics.

Entire line in

ITEM.	N. I. State.
Telegraph owned and operated by company, miles  Total assessed value of real estate and personal property of company Length of steel rails laid during year in repairs, miles	\$348,975 00 0.70
Railroads crossing road at grade	1 8

## DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Anthracite coal	1,209,000	24.82 25.84 49.84
Total		100

<sup>\*</sup>Five engines and tenders.

<sup>†</sup> Two engines and tenders.

#### NUMBER OF ACCIDENTS.

•	Injured.	Killed.	Total.
Employees Others	. 3	4	3
Total		4	-,

#### EMPLOYEES.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	75
Aggregate amount of salaries and wages paid them	\$48,275 88

#### Officers of the Company.

Name,	Title.	Official Address.
F. L. DANFORTH	President Secretary and Treasurer	Buffalo, N. Y.
R. F. GOODMAN	General Superintendent	Buffalo, N. Y.

#### Directors of the Company,

Name.	Residence.
F. L. DANFORTH	Buffalo, N. Y.
Wm. Stevenson	Sayre, Pa.
WM. H. SAYBE	South Bethlehem. Pa.
JOHN KING	New York city.
WM. LIBBY	New York city.
8. M. FELTON, JB	New York city.
JOHN B. GARRETT	Philadelphia Pa.

Title of company, Buffalo Creek Railroad Company.
General offices at South Bothlehem, Pa.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address William H. Sayre, Secretary and Treasurer. 

#### BUFFALO CREEK TRANSFER.

(Date of charter, June 23, 1881.)

#### Capital Stock.

	сом	MON.
	No. of shares.	Par value.
Authorized by law or charter	*800	\$50,000
Cost of Road.	T	otal cost up to Sept. 30, 1889.
Grading and masonry, ballast, bridges and superstructure Rails, land, land damages and fences	including ties)	\$4,000 00
Total cost of road	•••••	\$50,000 00
General Balance Sheet September	30, 1889.	
Cost of road.		\$50,000 00
Current assets, as follows, viz.: Cash on hand Materials and supplies		92 06 107 96
		\$50,200 00

Capital stockUnfunded debt	Liabilities.	
		\$50,200 UO-
	Description of Road.	Miles owned, all
	TRACK.	in N. Y. State.
Main line, all within the city of Bidings and turnouts on main li	Buffalo, single track	1.10 
Grand total of tracks, siding		
Weight of rails per yard—iro with gravel.	on, 56 lbs.; gauge of tra	ick, 4 feet 8% inches; ballasted
м	liscellaneous Statistic	es.
_	_	Entire line
	ITEM.	in N. Y. State.
Cost of real estate now held by o		
Oi	ficers of the Compan	y.
Name.	Title,	Official Address.
HOBACE A. NOBLE	President	202 Main street, Buffalo. 202 Main street, Buffalo. Austin Building, Buffalo.
	rectors of the Compa	
Name.		Residence.
FRANK C. FERGUSON FRANK F. WILLIAMS JOHN L. WILLIAMS	•	
Title of company, Buffalo Cree General offices at 202 Main atr Date of close of fiscal year, Se Date of stockholders' annual i For information concerning th Building, Buffalo, N. Y.	eet, Buffalo. ptember 30. meeting, fourth Monday	•

#### BUFFALO ERIE BASIN.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILBOAD.

(Date of charter, July 8, 1876.)

For history of organization, etc., see Report of 1885.

#### Capital Stock.

	сомп	MON.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	200	\$20,000 00	
outstanding		13,503 19	\$13,503 19

Number of stockholders.....

	Cost of Road.	Total cost up to Sept. 30, 1889.
Grading, masonry and ballast Bridges		\$10,003 19
Total cost of road	,	\$13,503 19
Main line from New York Co Basin Dock, all in Buffalo	Description of Road.  TRACE. entral and Hudson River Railroad	Miles owned, all in N. Y. State. to Erie
	Officers of the Company.	
Name.	Title.	Official Address.
J. TILLINGHAST	Secretary and Treasurer	Buffalo, N. Y.
Name.	Directors of the Company.	Residence.
J. TILLINGHAST C. VANDERBILT W. K. VANDERBILT F. W. VANDERBILT S. F. BARGER E. D. WORCESTER C. M. DEPEW J. M. TOUCEY C. C. CLARKE  Title of company, Buffalo E General offices at Buffalo, N Date of close of fiscal year	rie Basin Railroad Company. I. Y. September 30. Ig this report, address J. Tilling	Buffalo, N. Y. New York city.

## BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEE-NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1857.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	15,000 9,500	\$1,500,000 950,000

DESIGNATION OF		years.	INTEREST.		Amount	Amount	Cash realized
LIEN. Date.	Term,	Rate.	When payable.	author- ized.	outstand- ing.	outstand ing.	
Benewal of first mortgage bonds.	June 1, 1876	40	p.c. 7	June 1, Dec. 1	\$2,380,000	\$2,380,000	\$2,380,0

#### Cost of Road and Equipment.

cost or record and ridgibuters.	
Grand total cost of road and equipment up to September 30, 1889	\$3,830,000 00
Income Account for Year Ending September 30, 1889.	•
Gross income from all sources, as follows, viz.: Amount received as rental from lessee	\$238,100 00
Deductions from income, as follows, viz.: Interest on funded debt due and accrued	166,600 00
Net income from all sources	\$71,500 00
Payments from net income, as follows, viz.: Dividends declared, 7 per cent	71,500 00
General Balance Sheet September 30, 1889.	
. Assets.	
Cost of road	
Other permanent investments, as follows, viz.: Stock of other companies	150,600 00
Current assets, as follows, viz.:	83,578 49
•	\$3,514,173 49
Capital stock. Funded debt Current liabilities, as follows, viz.: Dividently unpaid Bonds old Corning road not exchanged Unavailable assets Profit and loss (surplus)	\$950,000 00 2,380,000 00 397 50 1,800 00 149,400 00 32,575 99
	\$3,514,173 49
Officers of the Company.	
Name. Title. Official Address.  Daniel N. Lockwood. President	York city.
Directors of the Company.	
Name, Res	idence.
Name.   Res	dlle, N. Y. b, N. Y. b, N. Y. b, N. Y. bork city. bork city. bork city. w. N. Y. bork city. bork city.

Title of company, Buffalo, New York and Erie Railroad Company.
General offices at 115 Broadway, New York city, and Buffalo, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in August.
For information concerning this report, address John Clinton Gray, Secretary,
115 Broadway, New York city.

#### BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, March 11, 1887.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

•	соммон.		PREI	PERRED.
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	60,000	\$6,000,000	60,000	\$6,000,000
Issued on the consolidation for Buffalo, Rochester and Pitts. R. R. stk. Issued for Buffalo, Rochester and		\$4,800,000	**********	
Pittsburgh common stock Issued for Pittsburgh and State Line preferred stock	12,000	1,200,000	60,000	\$6,000,000
Total now outstanding	60,000	\$6,000,000	60,000	\$6,000,000

\$12,000,000 147

#### FUNDED DEBT.

		years.		INTEREST.			Cash
Designation of Lien.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
First mtge. bonds. Second mortgage	Feb., 1881	40	p.c. 6	Feb. & Aug.	\$1,300,000	\$1,300,000	•
income bonds First mtge. consol bonds	Feb., 1881 Dec., 1882	40	6	Feb. & Aug. Dec. & June	1,870,000 6,500,000	1,870,000 3,920,000	\$3,528,000
General mtge. bds. Car Trust, ser. No. 1 Car Trust, ser. No. 2 Car Trust, ser. No. 4	1881	50 11 †	7 7	Sept, & Mar.	10,000,000 178,000 497,000 104,000	2,044,000 40,000 200,000 70,000	2,044,000 .40,000 200,000 70,000
Car Trust, ser. No. 5 Reorgan'tion scrip Roch. & S. L. R.R.		9	6		193,000	153,000 70	163,000
Income b'nds scrip Roch & Pitts, R. R. Bond and mortg'e.	••••••••					570	•
real estate First mtge. Perry R. R. First mtge.Lin Pk.	1888 & 1889 June, 1882	20	7	June & Dec.	20,000	283,500	26,000
and Char. R. R	Jan., 1889	50	5		850,000	820,000	320.00
Less first consol trustee to redeen	m outstandi	bone ng i	ds d	eposited with		\$10,221,140	
mortgage bonds. Less income and m	ortgage bor	d ab	eld l	y trustees	\$8,000 1,854,000	1,862,000	
Total	••••••	· · • • •	••••			\$8,359,140	

<sup>\*</sup> Issued in exchange for other securities on reorganization.

† 11 1-6 years

## BUFFALO, ROCHESTER AND PITTSBURGH.

## Cost of Road and Equipment.

Road	Total cost of road up to Sept. 30, 1889.  \$36,273 48 26,999 40 48,911 60 45,204 17 88,688 63 624,554 67 7,49 59 22,698 66 7,426 58,626 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 14,631,886 49 14,631,886 49 34,134 79 \$15,888,107 03
Grading and masonry   \$14,020 13   262 84   15,521 49   15,521 49   15,521 49   15,521 49   10,546 18   16,141 95   10,546 18   16,141 95   16,141 9	26,999 40 48,911 60 45,204 17 88,588 63 624,354 26 7,499 99 22,698 66 7,426 55 58,526 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 9655 82 51,874 27 34,134 79
Salabat   Sala	26,999 40 48,911 60 45,204 17 88,588 63 624,354 26 7,499 99 22,698 66 7,426 55 58,526 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 9655 82 51,874 27 34,134 79
Bridges	48,911 60 45,204 17 88,588 63 624,354 67 7,499 99 22,698 64 7,426 55 58,626 19 10,588 93 275 70 99,200 00 38,756 49 14,631,886 49 14,631,886 49 20,841 61 985 82 54,874 27 34,134 79
Passenger and freight stations	45,204 17 88,588 63 624,354 26 7,499 99 22,988 66 7,426 55 58,526 19 10,588 93 275 70 99,200 00 38,556 49 14,631,836 49 20,841 61 965 82 54,874 27 34,134 79
Passenger and freight stations	88,588 63 624,354 26 7,499 99 22,698 66 7.426 55 58,526 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 20,841 61 34,134 79
Passenger and freight stations   3,888 27	624,354,26 7,499,99 22,698,66 7,426,55 58,526,19 10,588,93 275,70 99,200,00 38,856,49 14,631,886,49 20,841,61 945,874,27 34,134,79
Passenger and freight stations   3,888 27	7,499 99 22,698 66 7,426 55 58,526 19 10,588 93 275 70 99,200 00 38,786 49 20,841 61 9645 42 54,874 27 34,134 79
Passenger and freight stations   3,888 27	22,698 66 7,426 55 58,626 19 10,588 93 275 70 99,200 00 38,756 49 14,631,896 49 20,841 61 945 82 54,874 27 34,134 79
Shops, machinery and tools   3,784 26	7,426 55 58,526 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 19 965 82 54,874 27 34,134 79
Total cost of road   EQUIPMENT.   2,283 09   275 70   10   10   10   10   10   10   10	58.526 19 10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 965 82 54,874 27 84,134 79
Total cost of road   EQUIPMENT.   2,283 09   275 70   10   10   10   10   10   10   10	10,588 93 275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 965 82 54,874 27 84,134 79
Engineering expenses   275 70   10   10   10   10   10   10   10	275 70 99,200 00 38,856 49 14,631,886 49 20,841 61 965 82 54,874 27 84,134 79
#1,920 00 Telegraph line Wharfing	99,200 00 38,856 49 14,631,886 49 20,841 61 965 82 54,874 27 84,134 79
#1,920 00 Telegraph line Wharfing	38,856 49 14,631,886 49 20,841 61 965 82 54,874 27 84,134 79
Telegraph line	14,681,886 49 20,841 61 965 82 54,874 27 84,134 79
Telegraph line	20,841 61 965 82 54,874 27 84,134 79
Total cost of road	965 82 54,874 27 84,184 79
Total cost of road	84,184 79
Total cost of road	<del></del>
Total cost of road	\$15,858,107 03
Locomotives.	
Locomotives.	
Locomotives	
	\$735,004 54
Passenger cars	111,098 47
Mail, baggage and express cars	25,200 00
Freight and other cars #22,331 61	1,942,416 49
Total cost of equipment *\$4,390 58	\$2,813,719 50
Grand total cost of road and equipment	\$18,671,826 53
Bridges and culverts, Rochester Division Bridges and culverts, Pennsylvania Division Bridges and culverts, Pennsylvania Division Belaying track with 70 lbs. steel rail Land purchased, Buffalo, N. Y. Land purchased, Rochester, N. Y. Land purchased, Dubois, Pa. Land purchased, other points New work on shops, Lincoln Park and Bradford Stations, freight and passenger, Buffalo Stations, freight and passenger, other points Stand pipes at Du Bois Water rights at Colden Big Run Branch Freight yards and docks, Buffalo Commissions paid on general mortgage bonds sold Sidings and track extensions, various points  Deduct credit to cost of roads arising from exchange of income bonds	\$14,780 36 741 13 9,795 13 526,372 17 85,175 00 4,875 27 8,784 26 3,092 68 775 59 1,403 09 850 00 3,842 94 5,153 28 26,500 00 26,338 81
for consols on basis of two for one	1,920 00 \$665,879 71
<u>Six coaches</u>	
8ix coaches       \$17,941 03         Two cabooses       1,750 00	
1,700 00 1,7	
1,700 00	4,390 58

Income Account for Year E	nding Septe	mber 30, 1889	•
Gross earnings from operationLess operating expenses (excluding all taxes		-	\$1,960,683 17 1,340,893 96
Net earnings from operation  Income from other sources, as follows, viz.:			\$619,790 21
Income from other sources, as follows, viz.: Rents Interest on balances		\$1,001 78 14,966 95	15,968 T3
Gross income from all sources			\$635,758 94
Deductions from income, as follows, viz.:		<b>9497 450 98</b>	••••
Rentals.  Taxes on property used in operation of road Taxes on earnings and capital stock	••••••••••••	74,099 46 . 30,778 42 . 14,184 60 . 4,991 74	
Interest on balances Fund for extraordinary expenses and impro-			624,993 73
Surplus for year ending September 30, 188	39	••••••	\$10,765 91
General Inco	me Account.		
Surplus for year ending September 30, 1889 Deficit up to September 30, 1888		••••••	\$10,765 21 6,552 04
Valuation of Perry Railroad, increased to act			\$4,213 17 23,263 63
Total surplus September 30, 1889		••••••••	\$27,466 70
DETAILED STATEM			
New York, Lake Erie and Western Railroad and Clarion junction, Pa., 36.23 miles, annu Rochester and Pittsburgh Coal and Iron cars, at an annual rental.	l, between Ho al rental of Company equi	ward junction pment, 500 box	\$57,890 46 16,200 00
Total amount of rentals deducted from i			\$74,099 46
	•	,	
Analysis of Gross Earnings  EARN	-	ing Expenses	•
	Passenger.	Freight.	Total.
Freight, through			
Passengers, through	•••••	\$1,629,068 19	\$1,629,068 19
Mail	\$299,458 64 17,465 90 12,190 79		299,458 64 17,465 90
Express. News privilege	12,190 79 499 92		12,190 79 499 92
Miscellaneous, as follows, viz.:         Telegraph       \$781 03         Sundry sources       1,218 70			
	645 91	1,353 82	1,999 73
Total gross earnings	\$330,261 16	\$1,630,422 01	\$1,960,683 17
Operating	Expenses.		
Maintenance of way and structures: Repairs of track	\$51,984 72	\$111,616 45	2163,601 17
Stool reils laid, 1.597 tons, 250 lbs., cost, \$8,225,90	ŕ		
Iron rails laid. 129 tons, 945 lbs., cost, \$940.68. Repairs of roadbed	6,242 81	13,084 79 88,061 60	19,327 )
cattle-guards)	18,159 38 4,947 02 2,093 25	6,846 24 4,387 37	56,226 } 11,293 } 6,480 }
Other expenses for maintenance of way and structures	2,083 20	2,001 01	0,2dV I
BU UCIALOD	3,954 75	8,289 05	12,243
Total	3,954 75 \$87,881 93	8,289 05 \$181,785 50	12,243

## BUFFALO, ROCHESTER AND PITTSBURGH.

Analysis of Gross Earnings and Operating Expenses — (Continued).

Sepairs of machinery and tools		Passenger.	Freight.	Total.
Sepairs of locomotives	Maintenance of equipment:			
Separation   Cara   Separation   Separatio	Repairs of locomotives	\$16,261 92	\$70,568 59	\$86,830 5
Total	Repairs of cars	9,621 11	140,918 47	150,539 5
Total	Repairs of machinery and tools	8,977 18	8,336 07	12,818 2
Total	Uiner expenses for maintenance of equip-i	007.00		0.400.0
Conducting transportation:  Wages of conducture and men		860 66	1,814 40	2,680 0
Wages of conductors and men.         \$10,085 23         \$104,931 59         \$134,965 7         122,367 91         104,776 72         128,224 4         128,224 4         128,224 7	Total	\$30,725 87	\$221,637 58	\$252,363 4
	Conducting transportation:			****
	wages of conductors and men	\$10,085 28	\$104,931 09	\$134,900 8
Mater stapply	nel for locomotives	10 007 00	70 969 60	20,204 U
Mater stapply	il and waste	1.436 78	7.771 01	9.207 7
Section   Sect	Water supply	2.000 72	4.193 47	6.194 1
Section   Sect	ther train supplies or expenses	9,676 96	23.124 53	32,801 4
Section   Sect	Wages of station agents and clerks	11.381 92	38,035 09	49,417 0
Vages of watchmen, flagmen and switchmen ther expenses for conducting transportation         21,118 15         82,570 98         106,689           The expenses for conducting transportation         31,996 10         49,337 86         81,383 6           Total         \$145,906 98         \$498,527 16         \$644,434 1           General expenses:         \$115,905 98         \$496,527 16         \$644,434 1           General expenses:         \$115,905 98         \$496,527 16         \$644,434 1           eneral offices expenses and supplies         \$17,90 16         \$1,065 48         \$1,605 48		4,057 26	9.648 74	13,701 0
Total	tation supplies	678 93	8,258 57	8,937 5
Total. \$1,996 10 49,837 86 81,838 97  Total. \$145,906 98 \$498,527 16 8644,434 1  General expenses: alaries of general officers and clerks \$28,235 64 \$99,167 92 \$97,403 eneral office expenses and supplies \$157 89 1,985 43 1,603 tationery and printing \$4043 67 9,549 77 13,593 utside agencies and advertising \$5,658 45 2,969 16 8,627 agrained expenses \$2,722 66 5,706 63 8,429 amage to cattle and property \$50 00 1,235 20 1,785 40 amage to cattle and property \$50 00 1,235 20 1,785 40 amage to cattle and property \$50 00 1,235 20 1,783 elegraph maintenance and operation \$10,818 21 22,107 41 39,480 there general expenses \$2,991 30 5,012 12 32,107 41 39,480 there general expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and property \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340,892 amage to cattle and total operating expenses \$3518,515 10 \$1,022,377 85 \$1,340	Nages of watchmen, flagmen and switchmen before expenses for conducting transports.	21,118 15	82,570 98	108,689 1
### General expenses:   claries of general officers and clerks   \$28,235 64   \$69,167 92   \$67,465     claries of general office expenses and supplies   \$117 99   \$1,085 48   \$1,663     clarical office expenses and supplies   \$117 99   \$1,085 48   \$1,663     clarical office expenses and advertising   \$6,658 45   \$2,969 16   \$8,627     clarical expenses   \$2,222 68   \$706 63   \$8,429     clarical expenses   \$2,22 68   \$706 63   \$8,429     clarical expenses   \$2,22 68   \$706 63   \$8,429     clarical expenses   \$25 00   \$1,233 20   \$1,783     clarical persons   \$25 00   \$2,748 54   \$2,773     clarical persons   \$25 00   \$2,748 54   \$2,773     clarical expenses   \$2,391 30   \$5,012 12   \$7,463     clarical expenses   \$2,391 30   \$5,012 12   \$7,463     clarical expenses   \$318,515 10   \$1,022,377 86   \$174,927     crand total operating expenses   \$318,515 10   \$1,022,377 86   \$1,340,892    ###################################	tion	31,996 10	49,837 86	81,883 9
Second   S	Total	\$145,906 98	\$498,527 16	\$644,484 I
Second   S	General expenses:		<u> </u>	
Second   S	alaries of general officers and clerks	\$28,285 64	969,167 92	\$97,403 5
Second   S	eneral office expenses and supplies	517 89	1,085 48	1,603 3
Section   Sect	ustionery and printing	4,048 67	9,549 77	18,598 4
See and damage of freight and paggage	utside agencies and advertising	0,668 45	2,969 16	8,627 6
Content   Cont	egal expenses		5,706 63	8,429 2
Content   Cont	mage to cettle and property	62 00	1 059 00	1 700 0
Section   Sect	Hinries to persons	08.00	0.749.54	1,100 Z
Total	alagranh maintenance and operation		29 187 41	92 480 6
Since the companies	ther general expenses	2,391 30	5,012 12	7,403 4
Current assets, as follows, viz.:   Steel and supplies   Steel and sup	Total		\$120,427 67	\$174,927 8
State   Stat	Frand total operating expenses	\$318,515 10	\$1,022,377 86	\$1,340,892 9
State   Stat	General Polomes Show	. Contombon	20 1880	<u></u>
Other permanent investments, as follows, viz.:         1,003,670           Ock of other companies.         1,003,670           Cost of proprietary roads:         228,253,53           erry Rallroad.         231,390,58           Current assets, as follows, viz.:         479,644           wh on hand.         219,844,37           lis receivable.         270,000,000           ue by agents.         59,909,907           pen accounts.         59,005,20           aterials and supplies.         179,007,83           587,766         \$20,742,907           Liabilities, as follows, viz.:         \$12,000,000           terest on funded debt due and accrued.         \$110,207,66           Current liabilities, as follows, viz.:         102,018,53           terest on funded debt due and accrued.         \$102,018,53           pen accounts.         125,299,88           sentals accrued.         18,245,94           sentals accrued.         18,245,94           sentals accrued.         27,465				
Other permanent investments, as follows, viz.:         1,003,670           Ock of other companies.         1,003,670           Cost of proprietary roads:         228,253,53           erry Rallroad.         231,390,58           Current assets, as follows, viz.:         479,644           wh on hand.         219,844,37           lis receivable.         270,000,000           ue by agents.         59,909,907           pen accounts.         59,005,20           aterials and supplies.         179,007,83           587,766         \$20,742,907           Liabilities, as follows, viz.:         \$12,000,000           terest on funded debt due and accrued.         \$110,207,66           Current liabilities, as follows, viz.:         102,018,53           terest on funded debt due and accrued.         \$102,018,53           pen accounts.         125,299,88           sentals accrued.         18,245,94           sentals accrued.         18,245,94           sentals accrued.         27,465				
Cost of proprietary roads:  PTY Railroad				\$15,858,107
Current assets, as follows, viz.:         \$19,844 87           wh on hand         \$70,000 00           ue by agents         59,909 07           pen accounts         59,905 20           aterials and supplies         179,007 83           587,766           20,742,907           LIABILITIES.           12,000,000           Aprital stock         \$12,000,000           Current liabilities, as follows, viz.:         \$102,018 53           terest on funded debt due and accrued         \$102,018 53           pen accounts         125,829 38           entals accrued         18,245 94           setals accrued         18,245 94           356,300         27,465	ost of road	rs.	•••••••	\$15,858,107 ( 2,813,719 5
Current assets, as follows, viz.:         \$19,844 87           wh on hand         \$70,000 00           ue by agents         59,909 07           pen accounts         59,905 20           aterials and supplies         179,007 83           587,766           20,742,907           LIABILITIES.           12,000,000           Aprital stock         \$12,000,000           Current liabilities, as follows, viz.:         \$102,018 53           terest on funded debt due and accrued         \$102,018 53           pen accounts         125,829 38           entals accrued         18,245 94           setals accrued         18,245 94           356,300         27,465	ost of road	18.		\$15,858,107 0 2,813,719 5 1,003,670 5
Current assets, as follows, viz.:         \$19,844 87           wh on hand         \$70,000 00           ue by agents         59,909 07           pen accounts         59,905 20           aterials and supplies         179,007 83           587,766           20,742,907           LIABILITIES.           12,000,000           Aprital stock         \$12,000,000           Current liabilities, as follows, viz.:         \$102,018 53           terest on funded debt due and accrued         \$102,018 53           pen accounts         125,829 38           entals accrued         18,245 94           setals accrued         18,245 94           356,300         27,465	ost of road	18.		
Current assets, as follows, viz.:         \$19,844 87           wh on hand         \$70,000 00           ue by agents         59,909 07           pen accounts         59,905 20           aterials and supplies         179,007 83           587,766           20,742,907           LIABILITIES.           12,000,000           Aprital stock         \$12,000,000           Current liabilities, as follows, viz.:         \$102,018 53           terest on funded debt due and accrued         \$102,018 53           pen accounts         125,829 38           entals accrued         18,245 94           setals accrued         18,245 94           356,300         27,465	ost of road	18.		
Section   Sect	ost of road	18.		
Section   Sect	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Railroad.  ast Buffalo Terminal Railway. Incoln Park and Charlotte Railroad.	18.		
100   100	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway incoln Park and Charlotte Railroad.	rs.	\$28,253 53 20,000 00 431,890 58	1,003,670 8
\$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,000	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Raliroad.  ast Buffalo Terminal Raliway lacola Park and Charlotte Raliroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 E
\$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,000	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Raliroad.  ast Buffalo Terminal Raliway lacola Park and Charlotte Raliroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 E
\$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,742,907   \$20,000	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Railroad.  ast Buffalo Terminal Railway. Incoln Park and Charlotte Railroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 E
April   Apri	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Railroad.  ast Buffalo Terminal Railway. Incoln Park and Charlotte Railroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 E
Liabilities   Si2,000,000   8,859,140   Current liabilities, as follows, viz.:   terest on funded debt due and accrued   Si10,207 06     dited vouchers and pay-rolls   102,018 53     pen accounts   125,829 38     pen accounts   18,445 94     rofit and loss (surplus)   356,300     27,465   27,465     contact   28,000   27,465     contact   28,000   27,465     contact   28,000     con	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Raliroad.  ast Buffalo Terminal Raliway lacola Park and Charlotte Raliroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 E
Action   Color   Col	ost of road.  Other permanent investments, as follows, viz.: tock of other companies.  Cost of proprietary roads: erry Raliroad.  ast Buffalo Terminal Raliway lacola Park and Charlotte Raliroad.  Current assets, as follows, viz.:	rs.	\$28,253 58 20,000 00 431,390 58	1,003,670 8 479,644 1 587,766 6
Action   Color   Col	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. Cost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway incoln Park and Charlotte Railroad.  Current assets, as follows, viz.: ast on hand ills receivable use by agents pen accounts. aterials and supplies.	rs.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 07 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6
Ourrent liabilities, as follows, viz.:       \$110,207 06         iterest on funded debt due and accrued       \$102,018 53         udited vouchers and pay-rolls       102,018 53         pen accounts       125,829 38         antals accrued       18,245 94         rofit and loss (surplus)       27,466	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. Cost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway. incoln Park and Charlotte Railroad.  Current assets, as follows, viz.: ash on hand ills receivable use by agents. pen accounts. aterials and supplies.  Liabili	TIES.	\$28,253 58 20,000 00 431,390 58 	1,003,670 6 479,644 1 587,766 6 \$20,742,907 6
rofit and loss (surplus)	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway mecoln Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable me by agents pen accounts. aterials and supplies.  Liabili	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140
rofit and loss (surplus)	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway discolo Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable use by agenta pen accounts. LIABILI apital stock.  LIABILI	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140
rofit and loss (surplus)	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway mecoln Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable me by agents pen accounts. aterials and supplies.  Liabili	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140
rofit and loss (surplus)	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway mecoln Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable me by agents pen accounts. aterials and supplies.  Liabili	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140
rofit and loss (surplus)	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway mecoln Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable me by agents pen accounts. aterials and supplies.  Liabili	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140
	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. (Ost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway discolo Park and Charlotte Railroad. (Current assets, as follows, viz.: ash on hand ills receivable use by agenta pen accounts. LIABILI apital stock.  LIABILI	TIES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 97 59,005 20 179,007 83	1,003,670 8 479,644 1 687,766 6 \$20,742,907 6 \$12,000,000 8,359,140 6
	ost of road.  Other permanent investments, as follows, viz.: tock of other companies. Cost of proprietary roads: erry Railroad. ast Buffalo Terminal Railway incoln Park and Charlotte Railroad. Current assets, as follows, viz.: ash on hand ills receivable use by agents pen accounts. aterials and supplies.  Liabilit current liabilities, as follows, viz.: terest on funded debt due and accrued. united vouchers and pay-rolls. pen accounts.	TES.	\$28,253 53 20,000 00 431,390 58 \$19,844 37 270,000 00 59,909 07 59,005 20 179,007 83 \$110,207 0 102,018 51 125,829 31 18,245 9	1,003,670 8 479,644 1 587,766 6 \$20,742,907 6 \$12,000,000 8,359,140

Traffic and Mile	age Statistic	DS.	
Item.	Through.	Local.	Total.
Number of passengers carried	20,604 1,264,245 929,497 131,980,594	577,102 11,151,024 840,722 99,258,583	597,706 12,415,200 1,770,216 231,239,171
Passenger train mileage		•••••	435,35 889,68 589,09
Total train mileage			1,904,01
ITEM.	Earnings.	Expenses.	Profit

IXEA.	Earnings.	Expenses.	Front
Passenger earnings and expenses (including mail, express and miscellaneous earnings.) Average per passenger carried	\$330,261 16 553 0266 776	\$318,515 10 533 0257 749	\$11,746 06 62 0009 027
miscellaneous earnings Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	1,630,422 01 921	1,022,877 86 578 00442 1 149	608,044 15 343 00368 684

ITEM. Computed on earnings for carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for passengers, all classes.  Average rate received per mile per ton on freight, all classes	1.89	Cents. 2.52	Cents. 2.41 .784

#### Description of Road and Equipment.

	MILES	OWNED.	MILES	L <b>ea</b> bed.	TOTAL	MILES.
Track.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Rochester and Buffalo' N.Y., to Wallston mines, Pa., single track. Branches or other roads		215.65 18.64	4.00	65.23	170.18 12.02	280.88 18.64
Total single track	178.20	234 29	4.00	65.28	182.20	299.52
Sidings and turnouts on main line	46.54 1.51	71.63			46.54 1.51	71.63 2,82
Total sidings and turnouts	48.05	73.95			48.05	73.96
Grand total of tracks, sidings and turn- outs	226.25	308,24	4.00	65.28	230.25	873.47
Laid with steel rail, main line Laid with steel rail, branches or other roads	166.18 12.02	215.65 18.64	4.00	65.23	170.18 12.02	280.88 18.64

Average life of rails—steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 71 lbs.; minimum, 56 lbs.; gauge of track, 4 feet, 8% inches; ballasted with gravel and broken stone.

DETATES	OF BRANCE	ES OR OTHE	R ROADS.

DET	AILS OF	BRAN	CHES OF	OTHER	ROADS.				
NAME OF BRANCE OF ROAD.		From			То		Length in New York State.	Entire length.	Miles laid with steel rail.
Proprietary Roads. Scookwayville and Fun. B. R	Snyder's Lincoln Silver La East Bu	Towns Park ake Jun Eslo	hip, Pa	Punxsuta Charlotte Silver Sp East Bull	wney, Pa rings		10.86 1.06 .10	1.0	1.08
Roads operated under trackage rights: Buffalo Creek Railroad	Buffalo. Howard	Junoti	on, Pa	Buffalo C Clarion J	reck unction,	Pa	4.00	36.2	_
Branches; Beech Tree Branch Elk Run or Adrian Mine Run line	Beech T Elk Rus	ree Jur Juncti	on, Pa	Beech Tr Adrian M	ee Mines lines, Pa	, Pa		6.0	
		<del></del>	TW MED	YORK S	PATE		ENTTE	e lin	<del></del>
Bridges.		ļ	Numbe	<del></del>	regate gth.	Num		1	regate
Iron bridges				81 12 94	Feet. 3,136 787 22,880		63 15 115		Feek 5,146 998 27,982
Total		·····	1	87	26,253		198		84,076
Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of	each in years.	with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers Locomotive tenders	24 27 15 4		. 2 5 2	\$8,077 8,077 8,077	182,00 160,00 105,00	000	6 9 17	27 21 17	
Total	70	2	5 94	5	1	<u> </u>		66	
First-class passenger cars. Becond-class pass ger cars Baggage, mail & ex. cars.	8 11 11	1	. 1	8,100	45,000 45,000 40,000	)	20 20 12	28 11 11	28 11 11
Total	80	1	5 44	3				45	45
Box freight cars. Stock freight cars. Coal freight cars. Flat freight cars. Caboose, 8-wheel cars. Service cars.	916 1,395 61 39 155	89 1 2,07 12	0 3,46	400 325 325 3 325 5 800	21.000 20,000 17.000 15,500 27,000		18 . 12 16 . 15 . 20 .		360
Total	2,566	8,11	0 5,670	3			•••	2	550

#### 148 REPORT OF THE RAILBOAD COMMISSIONERS.

Miller coupler and Westinghouse air-brake are used on passenger cars; hand-brake and link and pin-coupler on freight cars, except 550 cars provided with Mills' automatic

coupler.

There are 144 stub switches and 145 split in use on this road.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	169.75	247.75
year, miles	8.98	8.98
of company	\$2,218,593	\$2,220,675
Length of iron rails laid during the year in repairs, miles.	9.501	193,328 13,794
Railroads crossing road at grade	5	9
Highway crossings at grade without protection		269 14
Highway crossings over or under grade	9	19 19

Twenty-five passenger cars are heated by steam from engine (Martin system), six by Baker heaters, eleven by stoves, four are without heat; lighted by oil lamps and ventilated by ventilators in clear story and by windows and doors.

The American Express Company runs over this line paying one and one-half first-class rates, except in a few instances, and guaranteeing a fixed mimimum for the year. Compensation for the carrying of mails is based upon the weight of mail matter.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	5,651	.3
Grain. Live stook	17,225 27,102 2,267	1.5
Lumber	218,360	12.8 1.1
Iron or other ores	243 1,261,047	.1 71.2
Petroleum and other oils	11,063 92,458	.6 5.2
All other merchandise, All other agricultural products	28,986	1.4 1.6
Total	1,770,219	3.6

#### ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	5 136		5 140
EmployeesOthers	15	6	21
Total	156	10	166

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	1,548
Aggregate amount of salaries and wages paid them	\$938,986 05

#### Officers of the Company.

Name.	Title.	Official Address.
ADRIAN ISELIN, JE PI WILLIAM A. BALDWIN. VI JOHN H. HOOART Se JOHN F. DINKEY TI WILLIAM E. HOYT Ch	resident ce-President. cretary and Asst. Treas reasurer and Auditor nief Engineer licitor pl. Freight and Pass. Agt.	36 Wall St., New York city. Rochester, N. Y. 36 Wall St., New York city. Rochester, N. Y. Rochester, N. Y. Ridgeway, Pa. Rochester, N. Y.

ADRIAN ISELIN   36 Wall St., New York city.
WALSTON H. BROWN         20 Nassau St. New York city.           ALFRED ROOSEVELT         32 Pine St., New York city.           FRED. D. TAPPEN         36 Wall St., New York city.           AUGUSTE RICHARD         12 East 69th St., New York city.           JOHN H. HOCART         36 Wall St., New York city.           J. KENNEDY TOD         47 Wall St., New York city.
ALFRED ROOSEVELT         32 Pine St. New York city.           FEED D. TAPPEN         36 Wall St. New York city.           AUGUSTE RICHARD         12 East 89th St. New York city.           JOEN H. HOGART         35 Wall St., New York city.           J. KENNEDY TOD         47 Wall St., New York city.
FRED. D. TAPPEN         36 Wall St., New York city.           AUGUSTE RICHARD         12 East 69th St., New York city.           JOHN H. HOCART         36 Wall St., New York city.           J. KENNEDY TOD         47 Wall St., New York city.
AUGUSTE RICHARD         12 East 69th St., New York city.           JOHN H. HOCART         36 Wall St., New York city.           J. KENNEDY TOD         47 Wall St., New York city.
JOHN H. HOCART 36 Wall St., New York city.  J. KENNEDY TOD 47 Wall St., New York city.
J. KENNEDY TOD
Umanus T D. manus
HENRY J. BARBEY
JOHN G. NEESER 2 West 33d St., New York city.
WHERLER H. PECKHAM
ALEX. H. STEVENS
HENRY FATIO 36 Wall St., New York city.

Title of company, Buffalo, Rochester and Pittsburgh Railway Company.
General offices at 36 Wall street. New York city, and Rochester, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Monday in November.
For information concerning this report, address John F. Dinkley, Auditor and
Treasurer, Rochester, N. Y.

## BUFFALO AND SOUTH-WESTERN.

#### LESSOR.

LESSEE - NEW YORK, LAKE ERIE AND WESTERN. (Date of charter, December 11, 1877.)

## Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	co	MMON.	PRE	FERRED.	Cash real-	
	No. of shares.	Par value.	No. of shares,	Par value.	amount outstand- ing.	
Authorized by law or charter	4,719	\$171,900 00	4,719	\$4/1,900 00		
Issued for actual cash and now outstanding	4,718%	471,883 33	4,718%	471,833 83	\$943,666 66	

#### FUNDED DEBT.

		ars.	1	NTEREST.		A	Cash
DESIGNATION OF LIEN,	Date.	Тегш. уев	Rate.	When payable.	Amount authorized, ing.	outstand-	realized on amount outstand- ing.
First mortg	1877. Dec. 17	30	p. c.	Jan. 1, July 1	\$1,500,000	\$1,500,000	\$1,500,000

### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Grading, masonry and ballast		\$2,126 00
Bridges		4,010 40 178,936 16
Superstructure (including ties and rails). Land, land damages and fences	\$3,859 70	8,087 65
Passenger and freight stations. Engine and car houses, shops, machinery and tools	780 00	2,743 50 2,914 88
Purchase of constructed road		2,245,824 35
Total cost of road	\$4,199 70	\$2,444,642 89
EQUIPMENT.		
Pagangan mail baggaga and avarage same		\$30,644 25 935 25
Locomotives		31,983 70
Total cost of equipment	:	\$63,563 18
Grand total cost of road and equipment	\$4,189 76	\$2,508,206 67
Rental received from lessee	••••••	
Deductions from income, as follows, viz: Interest on funded debt due and accrued Taxes on earnings and capital stock	\$90,000 00 967 20 7,581 8	) 3
		98,549 07
Net income from all sources		\$46,626 61
Payments from net income, as follows, viz.: Dividends declared, 8 per cent on \$471,833.33 preferred stock Dividends declared, 1 per cent on \$471,833.33 common stock.	\$87,746 6 4,718 8	7 3 - 42,465 00
		22,200 00
Surplus for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	. \$4,161.61
General Income Account.		
Surplus for year ending September 30, 1889		. \$4,161 61 . 86,540 64
Less uncollectible accounts charged to profit and loss accounts	ount Septembe	\$90,702 %
80, 1889		. 2,984 16
Total surplus September 36, 1899	· · · · · · · · · · · · · · · · · · ·	. \$87,718 9
General Balance Sheet September	30, 1889.	
Assets.		
Cost of road	• • • • • • • • • • • • • • • • • • • •	. \$2,444,642 81 . 63,563 11
Ourrent assets, as follows, vis.:		
Cash on hand	\$6,047 4	0
_		91,663 0
		\$2,599,868 00
Liabilities.		
Capital stock Funded debt		. \$943,666 66 . 1,500,009 96

## BUFFALO AND SOUTH-WESTERN.

Current liabilities, as follows, viz.: Interest on funded debt due and acc Open accounts	rued	\$68,460 00 23 88	
Profit and loss (surplus)			\$68,488 <b>33</b> 87,718 09
		. !	\$2,599,868 08
Officer	of the Company.	-	
Name.	Title.		l Address.
W. S. BISSELL	President Vice-President Secretary and Treasur	Buffa Buffa er Buffa	lo, N. Y. lo, N. Y. lo, N. Y.
Name Directo	rs of the Company.	Reside	ence.
W. S. Bissell			
James Adams E. G. Spaulding	• • • • • • • • • • • • • • • • • • • •	Buffalo,	N. Y.
J. M. RICHMOND		Buffalo.	N. Y.
S. S. Spaulding	••••	Buffalo,	N. Y.
H. M. WATSON		Buffalo.	N. Y.
D. E. BAILEY ANDREW LANGDON	• • • • • • • • • • • • • • • • • • • •	Buffalo,	N. Y.
Daniel O'Day		Buffalo.	N. Y.
Thomas HodgsonR Kingman	• • • • • • • • • • • • • • • • • • • •	Buffalo,	N. Y.
WILLIAM H. BARNES	*********************	Philade	lphia, Pa.
Title of company, Buffalo and Sout General offices at Buffalo, N. Y. Date of close of fiscal year, Septem Date of stockholders' annual meet For information concerning this re	ber 30. ng. second Tuesday in 1	December.	

## CAIRO.

LESSOR.

LESSEE — CATSKILL MOUNTAIN. (Date of charter, April 10, 1884.)

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMMON.		Cash realized
No	o. of shares.	Par value.	on amount outstanding.
Authorized by law or charter Issued for actual cash and now outstanding	250 199	\$25,000 19,900	\$19,900

#### FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	Rate.	When payable.	Amount authorized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
First mortg	1885. May 1	20	17. C.	Nov. 1, May 1	\$25,000	\$25,000	\$22,500

#### Cost of Road and Equipment.

Total cost of road (as per repor Total cost of equipment (as per	t of 1886)report of 1886)	\$38,478 70 6,232 96
Grand total cost of road and	l equipment, September 30. 1889	\$44,710 76
		•
	for Year Ending September 30, 1889.	
Rental to September 30, 1889	••••••••••••••••••••••••••••••••	\$2,700 00
Deductions from income, as foll Interest on funded debt due an Taxes on earnings and capital Insurance	lores, viz.:     \$1,500 00       d accrued.     29 85       stock.     12 00	1,541 85
Not in some from all sources		\$1.158 15
D 4 6 4	. **	
Payments from net income, as f Dividends declared, 6 per cent.		1,194 00
Deficit for year ending Sept	ember 30, 1889	\$35 85
	ance Sheet September 30, 1889.	
	Agapra	
Cost of road	Assets.	\$38,478 70
Cost of equipment	••••••	6,233 06
Current assets, as follows, viz.	:	
Cash on hand		258 92 675 00
Opon decoding		\$45,644 66
	Liabilities.	
Capital stock		\$19,900 00
Funded debt	***************************************	26,000 00
Current liabilities, as follows,	viz. :	25,000 00 025 00 119 68
Current liabilities, as follows,	•••••••••••••••••••••••••••••••••••••••	625 00 119 68
Current liabilities, as follows, Interest on funded debt due an Profit and loss (surplus)	viz.: d accrued	825 00
Current liabilities, as follows, Interest on funded debt due an Profit and loss (surplus)	viz. :	625 00 119 68
Current liabilities, as follows, Interest on funded debt due and Profit and loss (surplus)	d accrued	\$25.00 119.08 \$45,644.08
Current liabilities, as follows, Interest on funded debt due and Profit and loss (surplus)	viz.: d accrued	\$25.00 119.08 \$45,644.08
Current liabilities, as follows, Interest on funded debt due and Profit and loss (surplus)  Name. Lewis Wolfe	d accrued	925 60 119 68 \$45,644 66 
Current liabilities, as follows, Interest on funded debt due and Profit and loss (surplus)  Name. Lewis Wolfe	d accrued	925 60 119 68 \$45,644 66 
Current liabilities, as follows, Interest on funded debt due and Profit and loss (surplus)  Name.  Lewis Wolfe Charles L. Rickerson Ferderick Hill. William J. Hughes.  DI  Name.  Alfred Van Santvoord George M. Snyder Charles L. Rickerson Lewis Wolfe John Sanderson Francis G. Walters D. Webster Jennings Frederick Hill Charles A. Beach Hiland Hill Charles L. Beach	miz.: d accrued	825 60 119 68 845,644 68 828. 4., N. Y. city. N. City. N. Y. city. N. Y. city. N. Y. city. N. Y. city. N. City. N. City. N. City. N. City. N. City. N. City. N. ci

Title of company, The Cairo Railroad Company.
General offices at Catskill, N. Y.
Date of close of fiscal year, July 1.
Date of stockholders' annual meeting, third Tuesday in April.
For information concerning this report, address William J. Hughes, Secretary.

#### CANAL.

#### LESSOR.

#### LESSEE - ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, April 26, 1878.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

						COMM	on.
					No. of	shares.	Par value.
Authorized by law or charter .		••••	•••••			6,000	\$60,000
Issued for actual cash Issued on account of construc	tion					, 600 5,400	\$6,000 54,000
Total now outstanding						6,000	\$60,000
Number of stockholders							20
•	Fundi	id D	EBT.				
		Ė	r	NTERE	BT.		
DESIGNATION OF LIEN.	Date.	Term, years	Rate.		auth	Amount author- ized.	
First mortgage	Jan. 1, 1881	30	p. c.	••••	•••••	\$100,00	9100,000
Grading and masonry, ballas	Cost o	upei	struc	ture (i	neludi	ng ties)	tal cost up to ept. 30, 1889.
and rails Land and land damages Engineering expenses							\$143,300 00 14,935 00 2,058 70
Total cost of road	• • • • • • • • • • • • • • • • • • • •	••••	•••••	•••••			\$160,293 7
	oneral Inc	ome	Acco	unt.			
•							
Interest on funded debt due a	nd accrued						\$6,000 00 87,882 69
interest on funded debt due a	nd accrued	••••				··········	
interest on funded debt due a 1839. Deficit up to September 30, 1886 Total deficit September 30,	nd accrued						87,882 69
Interest on funded debt due a 1839	nd accrued 3	eet s	Septe	mber	30, 18		\$7,882 69 \$43,882 69
Interest on funded debt due a 1839 Deficit up to September 30, 1836 Total deficit September 30, General E	nd accrued 3. 1889	eet :	Septe	mber	30, 18	89. 841 99 53,474 35	87,882 69

<sup>\*</sup>Issued on account of construction.

lamital atask	Liabilities,		\$60,000 0
unded debt		• • • • • • • • • • • • • • • • • • • •	100,000 0
Current liabilities, as follows,	viz.:		
undries			97,692 17
		_	<b>\$257,692</b> T
•	Officers of the Company.	=	
Name	Title.	Official Add	ress.
WM. G. WHEELER	President	192 Broadway,	N. Y. city. N. Y. city. N. Y. city.
1	Directors of the Company,		
Name.	•	Resid	
GRORGE S. EDGELL		New Yo	ork city.
HENRY W. MAXWELL		New 10	ork city. yn, N. Y.
Title of company, The Cans General offices at Elmira. N Date of close of fiscal year,	l Railroad Company. . Y.		AL CICY.
For information concerning	this report, address A. A. Mo	Leod, General 1	Manager.

## CANASTOTA NORTHERN.

#### LESSOR.

LESSEE — ELMIRA, CORTLAND AND NORTHERN.
(Date of charter, March 24, 1886.)

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For history of organization, see Report of 1887.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

COMMON.

					No. of	shares.	Par	value.
Authorized by law or cha struction, and now outst	rter, issued anding	on s	ccot	int of con-		2,000		\$200,000
Number of stockholders								10
	Fu	NDE	D Di	IBT.				
		years.		INTERES	r.			4
DESIGNATION OF LIEN.	Date.	Term, y	Rate.	When pa	yable.	author ized.		Amount utstand- ing.
First mortgage	July 1, 1886	20	p.c. 6	Jan. 1 and	July 1	\$300,0	00	\$300,000
Total cost of road up to Se			l Ro					<b>1500,000</b> 60

<sup>\*</sup>Issued on account of construction.

Bental from Elmira, Cortland	t for Year Ending September 3 and Northern Ballroad Company	•
Deductions from income, as finterest on funded debt due an	ollows, viz.: id accrued	18,000 00,
General B	alance Sheet September 30, 188	<b>.</b> .
Cont of an a	Assets.	Ferre 200 00
Open econories		E\$500,000 00 case 4,500,00
Total		\$504,500 00
	Liabilities,	_
Capital stock		
Interest on funded debt, accrue	ed	300,000 00 com: 4,500 00
Total	······································	\$504,500 00
	Micers of the Company.	
Name.	Title	Official Address.
	2 11100	
A. A. MCLIEOD EDWARD MAHLEB. M. A. SMITH	President and General Manager Treasurer	Elmira, N. Y. Elmira, N. Y. Elmira, N. Y.
	irectors of the Company.	
Name.		Residence,
ABCHIBALD A. McLEOD		Philadelphia, Pa.
ALBERT ALLEN	*******************************	Cortland, N. Y.
MEDON A CHARMAN	• • • • • • • • • • • • • • • • • • • •	Elmira, N. Y.
FRED M. WITSON	• • • • • • • • • • • • • • • • • • • •	Elmira, N. I.
FRANK E. TIBBETTS	· · · · · · · · · · · · · · · · · · ·	Ithaca, N. Y.
GEORGE D. DADLER		URDRETOTE, N. L.
SEWARD H. STROUD		Canastota, N. Y.
JUDGOV POST D		Canastota, N. I.
FRED. C. FISKE	·····	Canastota, N. Y.
ABRAHAM T. VAN VALKENBU	BGH	Canastota, N. Y.
Albert G. Stephens	••••••	Oneida, N. Y.
Date of close of fiscal year, Se Date of stockholders' annual	ota Northern Bailroad Company. Y. ptember 30. meeting, fourth Monday in March, his report, address A. A. McLeod, P.	resident.

#### CARTHAGE AND ADIRONDACK.

(Date of charter, March 28, 1883.)

For history of organization, see Report of 1885.
Construction on an extension (known as the Little River Extension) was commenced June, 1887, from Jayville, eastward, to the Little River iron ore beds, a distance of 13.98 miles. This extension was opened for traffic to Oswegatchie, 9.66 miles from Jayville, February 4, 1889, and to Little River ore beds August 22, 1889.

#### Capital Stock and Funded Debt.

CAPITAL STOCK

CAPITAL	STOCK.		
	сома	Cash realized	
•	No. of shares.	Par value.	on amount 1 outstanding.i
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash	4,300 700	\$430,000 70,000	\$430,000
Total now outstanding	5,000	\$500,000	\$480,000
Number of stockholders			27

#### FUNDED DEBT.

		ars.		INTEREST.	A	Amont	Cash	
Designation of Lien.	Date.	Term, yea	Rate.	When payable.	Amount author- ized.	Amout outstand- ing.	on amount outstand- ing.	
First mortgage	May 1, 1883	40	р. с. 6	Nov. 1, May 1	\$800,000	\$771,000	\$714,700	

Note.—On the 1st day of February, 1889, there was authorized by the stockholders an issue of a second mortgage of \$300,000. There has been issued \$153,000 of the bonds secured by this mortgage, pursuant to an agreement between the stockholders, the first mortgage bondholders and certain trustees, the proceeds of which were to be used pursuant to the terms of the trust. This trust has not yet been carried out, and therefore the details can not be given for this report, but will be presented in full in the next annual report.

#### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1839,
Grading, masonry and ballast Bridges Superstructure (including ties). Rails Land damages Passenger and freight stations Engine and car houses Shops, machinery and tools Engineering expenses. Interest and discount charged to construction Road built by contract. Telegraph line Salaries and office expenses Incidentals	\$30,184 78 950 61 6,968 15 13,138 48 872 88 1,137 97 584 78 1,327 90 10 00 *537 05 519 46 390 10 338 33	\$204,927 45 15,779 46 30,784 45 61,382 45 572 38 2,269 74 884 78 2 50 7,225 14 86,308 49 1,028,984 38 1,539 60 5,444 34 1,107 55
Total cost of road	\$55,915 19	\$1,419,642
EQUIPMENT. Locomotives Passenger cars Mail, baggage and express cars Air brakes to cars Steam digger	\$5,900 46 1,180 10 •5,000 00	\$2,600 06 5,900 46 1,180 16 926 43
Total cost of equipment	\$2,080 56	\$10,006 %
Grand total cost of road and equipment	\$57,995 75	\$1,429,649 86
DETAILS OF ADDITIONS OR BETTERMENTS DUE: One passenger coach and one combination car Completion of road from Jayville to Little River		\$7,080 56 56,452 M
Total		
Total		
Total  Income Account for Year Ending Septem Gross earnings from operation	aber 30, 1889	<b>).</b>

<sup>\*</sup>Credit.

Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road Taxes on earnings and capital stock Taxes other than above Interest on floating debt.	• • • • • • • • • • • • • • • • • • •	829 1	3 L
Deficit for year ending September 30, 188	9		
General Inco			
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. \$34,750 86- 40,872 46-
Total deficit September 30, 1889	• • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	\$75,122 82
Analysis of Gross Earning: Earn		ing Expenses	
•	Passenger.	Freight.	Total.
Freight, local Passengers, local Kail Express Miscellaneous	928 10 247 10	\$48,783 20 44 75	\$48,783 20 16,190 44 928 10 247 10 102 83
Total gross earnings	\$17,423 22	\$48,827 95	\$66,251 17
OPERATING	Expenses.		1.
Maintenance of way and structures:  Bepairs of road-bed and track  Bepairs of bridges (including culverts and	\$4,708 75	\$8,655 65	\$8,359 40
cattle-guards).  Repairs of stations, shops, docks, etc  Repairs of fences  Other expenses for maintenance of way and	4 73 2 55 26 92	8 67 2 00 20 92	8 40- 4 55 47 84.
structures	\$5,369 37	490 72 \$4,172 96	1,122 14- \$9,542 88
Maintenance of equipment:  Bepairs of locomotives  Bepairs of cars	\$616 60 455 20	\$479 21 858 77	\$1,095 81 808 97
Total	\$1,071 80	\$832 98	\$1,904 78
Conducting transportation: Wages of conductors and men. Wages of engineers and firemen Fuel for locomotives Oil and waste Water supply Other train supplies or expenses Wages of station agents and clerks Station supplies Wagesof watchmen, flagmen and switchmen Other expenses for conducting transportation Total	1,604 56 8,353 67 488 81 178 26 247 11 1,302 96 91 85 409 79	\$1,469 90 1,247 02 2,605 21 379 89 138 54 192 04 1,033 15 71 38 800 71 148 09	\$3,361 24 2,861 58 5,968 88 888 70 316 80 489 15- 2,336 11 163 23 710 50 338 64
General expenses:			<u> </u>
Balaries of general officers and clerks General office expenses and supplies. Etationery and printing. Outside agencies and advertising Legal expenses. Loss and damage of freight and baggage. Telegraph maintenance and operation. Mileage of cars of other companies (debit halance) Other general expenses.	458 52 338 21 19 11 536 86 20 18 19 58	\$4,452 27 \$56 85 262 85 14 84 417 23 15 67 15 20 130 29 \$21 33	\$10,182 89 814 87 601 06 23 95 954 09 85 85 34 78 297 95 734 81
Total	\$7,704 22	\$5,986 03	\$18,690 25
Grand total operating expenses	\$28,904 29	\$18,577 90	\$42,482 19

## REPORT OF THE RAILBOAD COMMISSIONERS.

#### General Balance Sheet September 30, 1889.

Asez	T8.		
Cost of road	••••••		\$1,419,642 83 10,006 96
Current assets, as follows, viz.:			
Due by agents			676 90
Materials and supplies			4,446 96 596 <b>6</b> 3
Bonds in treasury Profit and loss (deficiency)	•••••		29,000 00
Pront and loss (denciency)		•••••••••••••••••••••••••••••••••••••••	75,122 83 \$1,539,493 18
LIABIL	TTT BES.		\$1,000,000 IA
Capital stock	••••••		\$500,000 <b>65</b> 771,000 00
Ourrent liabilities, as follows, viz.:			
Interest on funded debt due and accrued	••••••	•••••	88,665 09 8,878 <b>36</b>
Open accounts	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	68,811 54
Interest on funded debt due and accrued Audited vouchers and pay-rolls. Open accounts Loans and bills payable		········	102,138 28
			\$1,539,498 18
Traffic and M	ile <b>ag</b> e Statis	tios.	
Ira			All local
Number of passengers carried	•••••		39,463 541,361
Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile .			63,300
Number of tons of freight carried one mile.			1,481,000
Passenger train mileage			30,730 17,976 11,688
Total train mileage			
		,	
ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including			
mail, express and miscellaneous earnings).	\$17,428 22	\$23,904 29	\$6,481 67 1643
Average per passenger carried	4416 0321	6059 0441	013
Average per passenger per mile	517	709	193
Freight earnings and expenses (including	48,827 95	18,577 90	Profit. 30,250 65
miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile	77	293	477
Average per ton of freight per mile	0829 1 86	0125 709	9204 1 151
ITE			All local
Computed on earnings from carrying passe			Cents.
Average rate received per mile for carrying a Average rate received per mile per ton for ca	passengers, al crrying freight	classes , all classes	2.99 3.39
Description of Rose	d and Equip	ment.	
Tra		M	lles owned. all in N. Y. State.
Main line from Conthern to Little Piver sine	ela traak		
Sidings and turnouts on main line	LIO LEGICALIONA	••••••	5.9
	· · · · · · · · · · · · · · · · · · ·		
Grand total of tracks, sidings and turnou	ıts	•••••••	48.65
Grand total of tracks, sidings and turnou Laid with steel rail, main line	ıts	••••••••	48.66

 $<sup>^{\</sup>circ}$  These computations are based on some distribution of "all other train mileage," not indicated on face of this report.—  $R.\ R.\ Commissioners$ .

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet, 8% inches; ballasted with gravel.

	ENTIRE LINE STA	
Bridges.	Number.	Aggregate length.
Iron bridges	4 10	Feel. 235 5,300
Total	14	5,586

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent couplers.
Locomotive, 6-drivers	1 2		1 2		93,000 86,000	1 2	
Total	8		8			8	
First-class passenger carCombination car	1		1	\$3,540 28 8,540 28	28,000 28,000	1	1 1
Total	2	••••	2		•••••	2	2
Box freight cars Flat freight cars. Caboose, 8-wheel car Service car.	10 30 1	24 	10 54 1 1	•••••	20,000 16,000		10 80
Total	42	24	66	•••••			40

Westinghouse air-brake and Miller coupler used on passenger cars, and McKeon coupler on freight cars.

Ramapo split switches in use on entire road.

Miscellaneous Statistics.	10-41-4 U I-
ITEM.	Entire line in N. Y. State.
Telegraph cwned and operated by company  Road constructed and opened for business during the year  Highway crossing at grade without protection	13.96
Highway crossing at grade protected by gates or flagmen	1

Passenger cars are heated by stoves, lighted by lamps, and ventilated by ventilators

in roof.

American Express Company runs over this line; pays for merchandise one and one-half times first-class freight rates, and for cheese, butter, poultry, etc., first-class freight

The compensation for the transportation of mails, etc., on route No. 6,134. between Harrisville and Carthage, has been fixed from July 1, 1889, to June 30, 1893, at the rate of \$22,10 per annum, being \$42,75 per mile for 21.71 miles.

### REPORT OF THE RAILROAD COMMISSIONERS.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.	706	1.1
Grain	1,402	2.1
Meats and provisions	350	0.5
Live stock	202	0.3
Lumber Pig and bar iron and steel	36,176	9/.2
Iron or other ores	70 2,358	0.1 3.7
Coal and coke	2,505 640	1.1
Petroleum and other oils	255	Ô.4
panies within this State from manufactories within this State.	2.301	2.6
All other manufactures	187	0.3
All other merchandise		1
All other agricultural products	960	1.5
All other articles not included above	17,127	27
Total	63,380	100

#### EMPLOYEES.

Average number of persons employed (including officials) during year	134
Average number of persons employed (including officials) during year	\$57,455 40

#### Officers of the Company.

Name.	Title	Official Address.
G. F. HUGGINS	President	Carthage, N. Y. 160 Broadway, N. Y. city.

### Directors of the Company.

Name.	Residence.
THOMAS P. FOWLER	New York city.
John Greenough	New York city.
HENRY WHELEN	Philadelphia, Pa.
8. B. Brown	
JOHN TAYLOB	
RANDOLPH PARMLY	New York city.
JOHN B. GABRETT	Philadelphia, Pa.
E. K. Sibley	
D. D. PARMLY	New York city.
R. H. SAYEB	Bethlehem, Pa.
W. S. Benson	New York city.
R. D. Benson	New York city.
C. B. Benson	Minetto, N. Y.

Title of company. Carthage and Adirondack Bailway Company.
General offices at Carthage, N. Y.; executive office 160 Broadway, New York city.
Date of close of fiscal year, September 20.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report, address W. S. Allen, Auditor, Carthage, N. Y

#### CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.

#### LESSOR.

LESSEE-UTICA AND BLACK RIVER.

OPERATED BY ROME, WATERTOWN AND OGDENSBURG.

(Date of charter, February 1, 1869.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCE.

	00	MMON.	PRE	FERRED.	Cash
	No. of shares.	Par value.	No. of shares.	Par value.	realized on amount out- standing.
Authorized by law or charter Issued for actual cash and		\$709,000	918	401 800	***********
now outstanding	4,869%	486,950	215	\$21,500	\$508,450

Grand total of common and preferred stock.....

\$508,450

### FUNDED DEBT.

		years.		INTEREST.			Cash
Designation of Lien.	Date.	Term, y	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outs tand- ing.
First mortgage on the road from Oarthage to Water'n, includ- ing rolling stock. First mortgage on road from Water- town to Sackett's Harbor, and sec- ond mortgage on road from	July 1, 1871	20	p.c.	Jan. & July.	\$150,000	<b>\$</b> 150,000	\$120,000
Carthage to Watertown	Sep. 16, 1878	20	7	Apr. & Oct.	150,000	150,000	120,000
Total	•••••	<u> </u>			\$300,000	\$800,000	\$240,000

### Cost of Road and Equipment.

ROAD.	Total cost up to Sept. 30, 1889.
Grading, masonry, ballast, bridges, superstructure (including ties), raik Land, land damages and fences.  Passenger and freight stations, engine and car houses, shops, machiner	127,102 78
and tools and fuel and water stations Engineering expenses	. 17.932 59
Total cost of road	. \$758,131 78
Equipment.	
Locomotives  Mail, baggage and express cars.  Freight and other cars.	\$10,108 89 10,170 68 5,552 05
Total cost of equipment	. \$25,826 48
Grand total cost of road and equipment	\$783,958 26

#### Officers of the Company.

Name.	Title.	Official Address.
GEORGE N. BAGLEY	President	Watertown, N. Y.
GEORGE H. SHERMAN	Treasurer	Watertown, N. Y.
N. BUSHNELL	Secretary	Watertown, N. Y.

Dire	ectors of the Company.	
Name.		Residence.
GEORGE N. BAGLEY		Watertown, N. Y.
N. D. REMINGTON		Watertown, N. Y.
L. H. Brown		Watertown, N. Y.
A. H. SAWYER		Watertown, N. Y.
S. B. UPHAM		Watertown, N. Y.
J. M. FELT		Watertown, N. Y.
N. BUSHNELL		Watertown, N. Y.
G. W. KNOWLTON		Watertown, N. Y.
SIDNEY COOPER		Watertown, N. Y.
E. M. GATES		Watertown, N. Y.
GEORGE H, SHERMAN		Watertown, N. Y.
W. B. CAMP		Sackett's Harbor, N. Y.
	*********	Sackett's Harbor, N. Y.

Title of company, Carthage, Watertown and Sackett's Harbor Railroad Company, General offices at Watertown, N. Y. Date of close of fiscal year, September 30, Date of stockholders' annual meeting, first Tuesday in September, For information concerning this report, address G. H. Sherman, Treasurer.

#### CATSKILL MOUNTAIN.

(Date of charter, July 2, 1885.)

For history of organization, see Reports of 1885 and 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMM	ion,
	No. of shares.	Par value.
Authorized by law or charter, issued for reorganization and now outstanding.		\$89,000

Number of stockholders .....

#### FUNDED DEBT.

32

		years.		INTEREST.	Amount	Amount	Cash
DESIGNATION OF LIEN.	Date.	Term, ye	Ente.	When payable.	author- ized.	outstand- ing.	realized on amount outstand- ing.
First mort, bonds. First income bds. Second income bds	Aug. 1, 1885	20 30 30	p. c. 5 6 6	Feb. 1, Aug. 1 Feb. 1, Aug. 1 Feb. 1, Aug. 1	\$50,000 238,000 16,000	\$50,000 238,000 5,100	\$26,706 <b>67</b> 29 76 26 12
Total					\$304,000	\$293,100	\$26,762 55

## CATSKILL MOUNTAIN.

### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1888.
Grading, masonry and ballast	1 100 00 1	\$12,170 70 4,737 88
Rails	18 00	817 22
Office furniture (safe)		817 22 127 00
Land damages	91 50	2,090 48
Passanger and freight stations	14 40	121 91 696 16
Pences Passenger and freight stations Station furniture. Shops, machinery and tools.	11 65	61 74
Shops, machinery and tools	44 25	180 05
		30 09 340 00
Engineering expenses. Track, tools and hand-cars		350 00 154 98
Expenses of reorganization		154 28 1,220 89
Purchase of constructed road, as per plan of reorganization		<b>36</b> 8,88 <u>4</u> 04
Side track and New Cairo railroad connection at Junction.	870 68	370 68 575 20
Spur track at stone dock.		169 24
Track, tools and nand-cars Expenses of reorganization. Purchase of constructed road, as per plan of reorganization Bide track and New Cairo railroad connection at Junction. Siding at village station. Spur track at stone dock. Spur track at Foote and Cummings		86 27
Total cost of road		\$392,333 78
EQUIPMENT.		
Locomotives Passenger cars Mail, baggage and express cars	\$191 38	\$224 42
Passenger cars		2,030 66
Wall become and empress same		253 21
wan bakkake and express cars		
Freight and other cars		487 81
Wagons, sleighs and harness	60 00	487 81 290 00
Wagons, sleighs and harness	60 00	487 81 290 00 \$3,236 10
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  DETAILS OF ADDITIONS OR BETTERMENTS DU	\$241 38 \$1,850 62	290 00 \$3,236 10 \$395,569 88
Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catakill Landing. A portion of the grading for New Cairo railroad connection Rut locks Legal services in right of way matters.  Moving buildings.  Legal services in right of way matters.  Moving buildings.  Extension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive. Disphragms for vacuum brakes.  Bundry items. station furniture.  Bide-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).	\$241 38 \$1,350 62  RING THE YEAR n at Junction.	\$3,236 10 \$396,569 88 \$446 41 12 46 100 00 18 00 91 56 14 44 44 22 156 88 35 00 59 00 11 60
Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods.  Nut locks Legal services in right of way matters.  Moving buildings.	\$241 38 \$1,350 62  RING THE YEAR n at Junction.	\$3,236 10 \$395,569 88 \$446 41 12 44 100 00 18 00 91 56
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  DETAILS OF ADDITIONS OF BETTERMENTS DU Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods.  Nut locks Legal services in right of way matters Moving buildings. Mew tools. Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes Bundry items, station furniture. Bide-track and Cairo railroad connection at Junction incides, switches, etc. (rails taken from other sidings).  Total	\$241 38 \$1,850 62  RING THE YEAR n at Junction	290 00 \$3,236 10 \$395,569 88 \$446 41 12 44 100 00 18 00 91 50 14 44 42 156 88 35 00 50 00 11 65
Wagons, sleight and other cars.  Wagons, sleight and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks. Legal services in right of way matters. Moving buildings.  Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes. Bundry items, station furniture. Bide-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.	\$241 38 \$1,350 62  RING THE YEAR n at Junction	290 00 \$3,236 10 \$395,569 88 \$446 41 12 44 100 00 18 00 91 56 14 44 42 156 88 35 00 50 00 11 1 68
Wagons, sleight and other cars.  Wagons, sleight and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks. Legal services in right of way matters. Moving buildings.  Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes. Bundry items, station furniture. Bide-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.	\$241 38 \$1,350 62  RING THE YEAR n at Junction	290 00 \$3,236 10 \$395,569 88 \$446 41 12 44 100 00 18 00 91 56 14 44 42 156 88 35 00 50 00 11 1 68
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  DETAILS OF ADDITIONS OF BETTERMENTS DU Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods.  Nut locks Legal services in right of way matters Moving buildings. Mew tools. Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes Bundry items, station furniture. Bide-track and Cairo railroad connection at Junction incides, switches, etc. (rails taken from other sidings).  Total	\$241 38 \$1,350 62  RING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 88  \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 65  \$370 68 \$1,850 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66  \$4,833 66
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  DETAILS OF ADDITIONS OR BETTERMENTS DU Completing fill around turn-table at Catakill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks Legal services in right of way matters. Moving buildings. New tools. Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes Sundry items, station furniture. Side-track and Cairo railroad connection at Junction includes, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending September of the supersess (excluding all taxes).  Net earnings from operation.	\$241 38 \$1,350 62  RING THE YEAR n at Junction	\$3,236 10 \$395,569 88  \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 68 \$1,850 62  \$40,748 77 24,533 00
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  DETAILS OF ADDITIONS OR BETTERMENTS DU Completing fill around turn-table at Catakill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks Legal services in right of way matters. Moving buildings. New tools. Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes Sundry items, station furniture. Side-track and Cairo railroad connection at Junction includes, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending September of the supersess (excluding all taxes).  Net earnings from operation.	\$241 38 \$1,350 62  RING THE YEAR n at Junction	\$3,236 10 \$395,569 88  \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 68 \$1,850 62  \$40,748 77 24,533 00
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du  Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks  Legal services in right of way matters.  Evension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes.  Sude-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septemoses operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.: Interest received on loan.	\$241 38 \$1,350 62  RING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 83  \$446 41 12 46 100 00 18 80 91 56 14 44 26 156 38 38 00 50 00 11 66 370 63 \$1,850 62  9. \$40,748 77 24,583 02
Wagons, sleighs and harness Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods.  Nut locks Legal services in right of way matters Moving buildings.  Extension arches for locomotives to arrest sparks.  For a lubricator for one locomotive.  Diaphragms for vacuum brakes Sundry items, station furniture.  Side-track and Cairo railroad connection at Junction includes, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septemos carnings from operation.  Less operating expenses (excluding all taxes).  Not earnings from operation.  Income from other sources, as follows, viz.:  Interest received on loan.  Gross income from all sources.	\$241 38 \$1,380 62  RING THE YEAR n at Junction  luding grading	290 00 \$3,236 10 \$396,569 88  \$446 41 12 46 100 00 18 80 91 56 14 46 44 22 156 35 35 00 50 00 11 65 370 65 \$1,850 62  \$40,748 77 24,583 02
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du  Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection  Putting clamps on bridge rods.  Nut locks Legal services in right of way matters.  Moving buildings.  Extension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes Sundry items, station furniture.  Side-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septe  Gross earnings from operation.  Income from other sources, as follows, viz.: Interest received on loan  Gross income from all sources.  Deductions from income, as follows, viz.	\$241 38 \$1,350 62  BING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 88  \$446 41 12 46 100 00 18 80 91 56 14 44 25 156 85 35 00 11 66 370 63 \$1,850 66 91 91 \$40,748 77 24,583 06  \$16,215 76
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du  Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection  Putting clamps on bridge rods.  Nut locks Legal services in right of way matters.  Moving buildings.  Extension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes Sundry items, station furniture.  Side-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septemos earnings from operation  Less operating expenses (excluding all taxes).  Net earnings from operation  Income from other sources, as follows, viz.: Interest received on loan  Gross income from all sources.  Deductions from income, as follows, viz.	\$241 38 \$1,350 62  BING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 88  - \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 60 - \$11,850 62  - \$40,748 77 24,533 07  \$16,215 76
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du  Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection  Putting clamps on bridge rods.  Nut locks Legal services in right of way matters.  Moving buildings.  Extension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes Sundry items, station furniture.  Side-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septemos earnings from operation  Less operating expenses (excluding all taxes).  Net earnings from operation  Income from other sources, as follows, viz.: Interest received on loan  Gross income from all sources.  Deductions from income, as follows, viz.	\$241 38 \$1,350 62  BING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 88  \$446 41 12 46 100 00 18 80 91 56 14 44 26 158 36 50 00 11 66 370 63 \$1,850 62  9. \$40,748 77 24,533 02  \$16,215 76
Wagons, sleighs and harness  Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du  Completing fill around turn-table at Catskill Landing. A portion of the grading for New Cairo railroad connection  Putting clamps on bridge rods.  Nut locks Legal services in right of way matters.  Moving buildings.  Extension arches for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes Sundry items, station furniture.  Side-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septe  Gross earnings from operation.  Income from other sources, as follows, viz.: Interest received on loan  Gross income from all sources.  Deductions from income, as follows, viz.	\$241 38 \$1,350 62  BING THE YEAR n at Junction.  luding grading	290 00 \$3,236 10 \$395,569 88
Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing  A portion of the grading for New Cairo railroad connection futting clamps on bridge rods.  New tools clamps on bridge rods.  New tools buildings.  New tools crises for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes.  Sundry items, station furniture.  Bide-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septembers operating expenses (excluding all taxes).  Net earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued.  Bentals.  Paxes on property used in operation of road.  Faxes on property used in operation of road.  Faxes on earnings and capital stock  Expenses of Railroad Commission.	\$2,500 o  \$2,500	290 00 \$3,236 10 \$395,569 88  \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 65  \$370 88 \$1,850 66  \$
Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catakill Landing. A portion of the grading for New Cairo railroad connection Putting clamps on bridge rods. Nut locks Legal services in right of way matters.  Enving buildings. New tools.  Extension arches for locomotives to arrest sparks. Hoffman lubricator for one locomotive. Diaphragms for vacuum brakes. Side-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septe Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation. Income from other sources, as follows, viz.: Interest received on loan.	\$2,500 o  \$2,500	290 00 \$3,236 10 \$395,569 88  \$446 41 12 44 100 00 18 00 91 56 14 44 44 22 156 38 35 00 50 00 11 65  \$370 88 \$1,850 66  \$
Total cost of equipment.  Grand total cost of road and equipment.  Details of Additions of Betterments Du Completing fill around turn-table at Catskill Landing  A portion of the grading for New Cairo railroad connection futting clamps on bridge rods.  New tools clamps on bridge rods.  New tools buildings.  New tools crises for locomotives to arrest sparks.  Hoffman lubricator for one locomotive.  Diaphragms for vacuum brakes.  Sundry items, station furniture.  Bide-track and Cairo railroad connection at Junction incities, switches, etc. (rails taken from other sidings).  Total.  Income Account for Year Ending Septembers operating expenses (excluding all taxes).  Net earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued.  Bentals.  Paxes on property used in operation of road.  Faxes on property used in operation of road.  Faxes on earnings and capital stock  Expenses of Railroad Commission.	\$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0  \$2,500 0	290 00 \$3,236 10 \$395,569 83  \$446 41 12 46 100 00 18 80 91 56 14 44 25 156 35 35 00 11 66 370 63  \$1,850 62  \$1,850 62  \$1,850 62  \$1,850 62  \$1,850 62  \$1,850 62  \$1,850 62

Total amount of rentals deducted from income......

#### OF THE RELEASED COMMISSIONED

\$8,963 16

t.	
	t.

Surplus for year ending September 30, 1889	\$8,460 91 20,875 02
Total surplus September 30, 1889	\$29,336 98
DETAILED STATEMENT OF RENTALS,	
Rental of Cairo Baliroad.  Betterments of Cairo Railroad.  Bent of terminus at Catskill Landing	963 16

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

•	Passenger.	Freight.	Total.
		17044	
Freight, local		99,136 59	<b>99,136</b> 89
Passengers, local	\$31,311 55		81,811 55
Express Extra baggage	221 28 79 85		221 26
			79 35
Total gross earnings	\$31,612 18	\$9,136 59	\$40,748 11
Maintenance of way and structures:			
Repairs of track and road-bed		\$1,050 64 318 77	\$5,253 16
Clearing track of grass and weeds	321 50	80 38	1,568 84 461 88
Repairs of bridges (including culverts and cattle-guards)			101 00
_ cattle-guards)	196 21	49 06	245 26
Repairs of stations, shops, docks, etc	151 38	37 85	189 25
Repairs of fences	868 79 60 00	90 95 15 00	454 74
•		10 00	75 00
Total	\$6,550 47	\$1,687 64	\$8,188 11
Maintenance of equipment:			
Repairs of locomotives	\$1,570 96 125 49		\$1,963 70
Repairs of cara Repairs of machinery and tools	78 90	31 37 18 48	156 86 92 38
Other expenses for maintenance of equip-		10 40	32 30
ment	937 77	234 54	1,179 21
Total	\$2,708 12	\$677 08	\$8,385 15
		<u> </u>	
Conducting transportation:			
Wages of conductors and men	\$1,641 47 1,880 27	\$410 37 332 56	\$2,651 84
Fuel for locomotives	2.089 87	522 46	1,682 83 9,612 83
Oil and waste	160 19	40 05	200 34
Water supply	29 78	7 45	37 29
Water supply Other train supplies or expenses Wages of station agents and clerks	71 63	17 91	89 54
Wages of station agents and clerks	1,324 81	331 20	1,656 01
Wages for labor at stations	356 41 64 04	89 10 16 01	445 51
Wages of watchmen, flagmen and switchmen	404 54	101 13	90 05 505 63
Other expenses for conducting transporta-	201 01	102 10	<b>200</b> 01
tion		1 39	6 90
Total	\$7,478 56	\$1,869 63	\$0,348 19
General expenses :		<del></del>	
General expenses: Salaries of general officers and clerks	\$960 00	\$240 00	\$1,200 ~
General office expenses and supplies	146 84	36 71	183 L
Stationery and printing Outside agencies and advertising	263 90	65 98	339 E
Untaine agencies and advertising	122 56	80 64	153 1
Legal expenses incurred in connection with damage suits of 1886 to 1888	834 80	208 50	1 045 1
Loss and damage of freight and hageage	4 80	1 20	1,043 ! !
Loss and damage of freight and baggage Damage to cattle and property	12 00	8 00	16 (
Telephone maintenance and operation	248 80	62 20	જાાં હ
Other general expenses	295 55	78 89	309 (
Total	\$2,889 25	<b>\$722 32</b>	\$3,611
Grand total operating expenses	\$19,626 40	84,906 62	\$24,533

#### General Balance Sheet September 30, 1889.

Cost of road and equipment			\$39	5,569 88
Churrent assets as follows wir .			-	-
Cash on hand Due by agents Open accounts		\$2,578 57		
Due by agents		1,678 95		
Open accounts	• • • • • • • • • • • • • • • • • • • •	2,806 83	•	
LOBD	• • • • • • • • • • • • • • • • • • • •	15,000 00	9.	1,559 35
				1,000
•			841	7,129 28
·				
Capital stock.	aties.		49	9,000 09
Funded debt	• • • • • • • • • • • • • • • • • • • •		29	3,100 00
Cherent lighilities as follows niv .				• ,
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls Open accounts.		8416 67		
Audited vouchers and pay-rolls		2,175 38		
Open accounts		8,101 30		
Profit and loss (surplus)				5,698 <b>30</b> 9,836 <b>93</b>
Front and loss (surplas)	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		9,000 90
			\$41	7,129 23
Traffic and T	min Miles es			
	•		A 1	Il loon?
IT				ll local.
Number of passengers carried		• • • • • • • • • • • • • • •		88,453%
Number of passengers carried one mile		• •••••	5	36,849 9,000
Number of passengers carried	eatimated		1	26,000
amout of some of fielding one mile	, общивоси			
† Mixed train mileage				80,856
ITEM.	Earnings.	Expenses.	Pro	ofit.
	20121260	po		
D				
Passenger earnings and expenses (including	A01 410 10	e10 e0e 40	411	985 78
mail, express and miscellaneous earnings.) Average per passenger carried	\$31,612 18 822	\$19,626 40 510	<b>411</b> ,	812
Average per passenger per mile	059	036		023
Average per passenger per mile	059	036 636		388
Average per passenger per mile	059	636		388
Average per passenger per mile	059	636 4,906 62	4,	388 229 97
Average per passenger per mile	059	636 4,906 62 545	4,	388 229 97 470
Average per passenger per mile  Average per passenger train per mile  Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile	059	636 4,906 62	4,	388 229 97
Average per passenger per mile	9,136 59 1 015 073	636 4,906 62 545 089	4,	388 229 97 470 034
Average per passenger per mile	9,136 59 1 015 073 296	636 4,906 62 545 089	4,	388 229 97 470 034
Average per passenger per mile	9,136 59 1 1024 9,136 59 1 015 073 296	636 4,906 62 545 089 158		388 229 97 470 084 138
Average per passenger per mile	9,136 59 1 1024 9,136 59 1 015 073 296	636 4,906 62 545 089 158		388 229 97 470 034
Average per passenger per mile	9,136 59 1 015 073 296  EM. engers and fre	636 4,906 62 545 039 158 sight only.		388 229 97 470 034 138 Cents.
Average per passenger per mile	9,136 59 1 015 073 296	696 4,906 62 545 039 158 eight only.		388 229 97 470 034 138 Cents.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile  ITH Computed on earnings from carrying pass Average rate received per mile for carrying Oatskill Mountain Railway Cairo Railroad	9,136 59 1 1024 9,136 59 1 015 073 296 im. engers and frepassengers, fir	696 4,906 62 545 039 158 168 178 189 189 189 188		388 229 97 470 034 138 Cents.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catekill Mountain Railway Cairo Railroad	9,136 59 1 1015 073 296  M. engers and frepassengers, fi	696 4,906 62 545 039 158 sight only. rst-class:		388 229 97 470 034 138 Cents.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catekill Mountain Railway Cairo Railroad	9,136 59 1 1015 073 296  M. engers and frepassengers, fi	696 4,906 62 545 039 158 sight only. rst-class:		388 229 97 470 034 138 Cents.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catekill Mountain Railway Cairo Railroad	9,136 59 1 1015 073 296  M. engers and frepassengers, fi	696 4,906 62 545 039 158 sight only. rst-class:		388 229 97 470 034 138 Cents.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile  Tra  Computed on earnings from carrying pass Average rate received per mile for carrying Cativill Mountain Railway Cairo Railroad Average rate received per mile for carrying excursion tickets.	9,136 59 1 015 073 296  MM. engers and frepassengers, firm passengers, and pas	4,906 62 545 089 158 eight only. rst-class: rs, round trip i classes		388 229 97 470 034 138 Cents. 7 5
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catekill Mountain Railway Cairo Railroad	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 089 158 eight only. rst-class: rs, round trip i classes		388 229 97 470 034 138 Cents. 7 5
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 sight only. rst-class: rs, round trip i classes , all classes pment.		388 229 97 470 034 138 Cents. 7 5
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 sight only. rst-class: rs, round trip i classes , all classes pment.	all 6.	388 229 97 470 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 sight only. rst-class: rs, round trip i classes , all classes pment.	all 6.	388 229 97 470 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 sight only. rst-class: rs, round trip i classes , all classes pment.	all 6-	388 229 97 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 sight only. rst-class: rs, round trip i classes. pment.	Y. State.	388 229 97 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catekill Mountain Railway Cairo Railroad Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 eight only. rst-class: rs, round trip i classes pment.	Y. State.	388 229 97 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 545 639 158 eight only. rst-class: rs, round trip l classes pment. listed asses pment.	N. Y. State.	388 229 97 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile Average per passenger train per mile Average per passenger train per mile Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catskill Mountain Railway Cairo Railroad Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received mor mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for Carrying Average rate received per mile for Carrying Average rate received per mile for Carrying	9,136 59 1 1015 1 1015 073 296  EM. engers and frepassengers, fireful passengers, fireful freight and Equip	4,906 62 545 039 158 eight only. rst-class: rs, round trip i classes pment.	s leased, all N. Y. State.	388 229 97 034 138 Cents. 7 5 4 6 7.3
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Catskill Mountain Railway  Cairo Railroad  Average rate received per mile for carrying excursion tickets Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile per ton for carrying Average rate received per mile per ton for carrying	1 1024 9,136 59 1 1015 073 296  EM. engers and frepassengers, firthing passengers, firthing freight and Equit	4,906 62 545 545 639 158 eight only. rst-class: rs. round trip l classes pment.  Weight	N. Y. State.	229 97 4704   138   10 N. Y. State. 2   10 N.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile Computed on earnings from carrying pass Average rate received per mile for carrying Catro Railroad Average rate received per mile for carrying average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile per ton for carrying average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile per ton for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per mile for carrying had average rate received per m	1 1024 9,136 59 1 1015 073 296  M. engers and frepassengers, firming passengers, alterning freight and Equip	4,906 62 545 699 158 eight only. rst-class: rs, round trip i classes. pment.  15.73	Miles leased, all in N. Y. State.	388 229 97 470 034 138 Cents. 7 5 4 6 7.3 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Oatskill Mountain Railway Cairo Railroad Average rate received per mile for carrying tracursion tickets Average rate received per mile for carrying of the for carrying of the formation o	1 1024 9,136 59 1 1015 073 296  M. engers and frepassengers, firming passengers, alterning freight and Equip	4,906 62 545 699 158 eight only. rst-class: rs, round trip i classes. pment.  15.73	N. Y. State.	229 97 4704   138   10 N. Y. State. 2   10 N.
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Tra  Computed on earnings from carrying pass Average rate received per mile for carrying Catskill Mountain Railway Cairo Railroad Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile for carrying Average rate received per mile per ton for carrying Average rate received per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile per ton for carrying per mile for carryin	1 1024 9,136 59 1 1015 073 296  EM. engers and frepassengers, firing passengers, firing passengers, and arrying freight	4,906 62 545 545 639 158  sight only. rst-class: rs, round trip classes. pment.  16,22 637 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906	miles leased, all in N. Y. State.	388 229 97 470 034 138 Cents. 7 5 4 6 7 3 8 7 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile  Computed on earnings from carrying pass Average rate received per mile for carrying Oatskill Mountain Railway Cairo Railroad Average rate received per mile for carrying tracursion tickets Average rate received per mile for carrying of the for carrying of the formation o	1 1024 9,136 59 1 1015 073 296  EM. engers and frepassengers, firing passengers, firing passengers, and arrying freight	4,906 62 545 545 639 158  sight only. rst-class: rs, round trip classes. pment.  16,22 637 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906 62 64,906	Miles leased, all in N. Y. State.	388 229 97 470 034 138 Cents. 7 5 4 6 7.3 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7

<sup>\*</sup>The passenger and freight traffic of the Cairo Railroad passes over the Catskill Mountain Railway also and is included in but not added to the number of passengers and tons of freight carried over the Catskill Mountain Railway.

†Includes the mileage on both roads.

		••••••		16.60	4.11	20.71
Laid with steel rail, main lineLaid with iron rail, branches or other roads				16.60	"4.1i	16.60 4.11
Weight of rail per yard—steel, (Cairo railroad, stone and gravel).  DETAILS (	40 lbs.; gauge of Branches				1	ravel –
Name of Branch of Boad.	From	То		Entire length in N. Y. State.	Owned or leased.	Miles laid wi
Cairo Bailroad Cai	iro Junction	Cairo		8.77	Leas'd	3.π

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent soupler.
Locomotives, 4-drivers	*3	t	50,000	8	3
First-class passenger cars	6 	\$3,000 1,500 1,100		6 4	
Total	14	·····		14	1.
Box freight cars	2 7 8			2	•••••
Total	12			2	•••••

Eames' vacuum brake and Janney coupler are used on passenger and baggage cars and link and pin on freight cars.
Split switches only in use on road.

Miscellanes	84-	41e41ee

Item.	Entire line in N. Y. State.
*Telephone operated by company, niles	
Catskill Mountain Railway	11.700
Railroad crossing over or under grade	1
Highway crossings at grade protected by gutes or flagmen	. 1
Overhead obstructions less than twenty feet above track	6

Passenger cars are heated by ordinary stoves, lighted with kerosene and ventilated by windows and roof ventilators.

#### Miscellaneous Statistics.

American Express Company runs over this road; rate 30 cents per 100 pounds.

#### EMPLOYEES.

Average number of persons employed (including officials) during the year:	
Fal!, about	4
Spring	60 74
Summer	\$15,809 29

#### Officers of the Company.

Name.	Title.	Official Address.
ALFRED VAN SANTVOORD CHARLES L. BEACH ORBIN DAY CHARLES A. BEACH	Vice-President Treasurer	Catskill, N. Y.

Name,         Residence.           Alfred Van Santvoord         New York city.           Charles L. Brach         Catskill, N. Y.           Obrin Day         Qatskill, N. Y.           Frederick Hill         Catskill, N. Y.
CHARLES L. BRACH CAUSHIII, N. Y. OBRIN DAY CAUSHIII, N. Y.
OBRIN DAY
OBRIN DAY
FREDERICE HILL Catakill N. V.
ISAAC PRUYN
Samuel L. Penfield
JOHN H. BAGLEY, JR
GEORGE M. SNYDER
CHARLES L. RICKERSON
CHARLES T. VAN SANTVOORD
GEORGE H. BEACH
JACOB I. WERNER
CHARLES A. BEACH

Title of company. Catskill Mountain Railway Company.
General offices at Catskill. N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in June.
For information concerning this report, address Charles A. Beach, Secretary.

<sup>\*</sup>Fifteen and three-quarters miles owned and 3% leased.

### CAYUGA AND SUSQUEHANNA.

LESSOR.

#### LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

For history of organization, see Report of 1885.

## Capital Stock.

COMMON.

	No. of shares.	Par value.
Authorized by law or charter Total now outstanding	50,000 19,687	\$1,500,600 589,110
Number of stockholders	•••••	89
Cost of Road and Equipmen	ıt.	
BOAD.		al cost of road Sept. 30, 1889.
Grading, masonry and ballast		
Bridges		24,738 12
Land, land damages and fences		249,513 11 44,899 16
Land, land damages and fences Passenger and freight stations, engine and car houses, sh and tools, fuel and water stations	ops, machinery	90 7700 00
Engineering expenses		38,7 <b>93 99</b> 18,7 <b>60 6</b> 8
Total cost of road		\$820,458 61
•		
LOCOMOTIVES.		257,570 90
Locomotives	•••••	20,196 80
Freight and other cars	••••••	1,774 21
Total cost of equipment		\$79,541 90
Grand total cost of road and equipment		
Income Account for Year Ending Septe  Bental received from lessee	· · · · · · · · · · · · · · · · · · ·	954,600 90
Deficit for year ending September 30, 1889		\$1,365 45
General Income Account.		
	A1 000 100	
Deficit for year ending September 30, 1889	13,556 07	•
Less sundry small disbursements made by lessors		
organization	, meinteinins	338 97
Total surplus September 30, 1889		\$11,851 6
General Balance Sheet September	20 1880	
Assets.	JU, 1000.	
Cost of road		<b>\$520,458</b> 0
Cost of equipment. Cash on hand		79.541 9
	•••••••	961 (
		\$600,961 (

Capital stock LIAR Profit and loss (surplus)	LITU	<b>18.</b>	••••••	••••••		9,110 00 1,851 65 0,961 65
						0,901 00
<del></del>	ACE.	_	•	M	iles owi in N. Y.	State.
Main line from Owego to Ithaca, single tra Sidings and turnouts on main line	ck		• • • • • • • • • • • • • • • • • • •		•	84.41 6.09
Grand total of tracks, sidings and turn	outs.					40.50
Laid with steel rail, main line						84.41
P			ENTI	RE LINE	IN NEW	YORK
Bridges.			Nu	nber.		egate gth.
Wooden bridges	•••••			12 11		Feet. 1,758 3,154
Total				23		4,912
Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	. 2	\$7,500 5,000	85,000 60,000	10 10	8	8
Total	6				8	8
First-class passenger cars	4 2	\$4,000 2,600	80,000 26,000	10 10	8 2	2
Total	6			•••••	5	5
Caboose, 4-wheel	1 6	\$300 50	12,000 500	10 10		
Total	7					

Westinghouse automatic air brake and Miller coupler used on passengers cars. Wharton and split switches in use on entire line.

Miscellaneous Statistics.	Entire line in
ITEM.	N. Y. State.
Length of steel rails laid during year in repairs, miles	2.5
Railroads crossing road at grade	, 60
Highway crossings over or under grade	

Passenger cars are heated since December 1, 1888, by steam, under the Gold system. lighted by oil lamps, and ventilated by transom ventilators.

#### Officers of the Company.

Name.	Title.	Official Address.
STEPHEN S. PALMER W. F. HALLSTEAD	President	52 Wall street, N. Y. city. Scranton, Pa.

Directors of the Company.	
Name.	Residence.
PEROY R. PYNE	New York city.
JOHN I. BLAIB	Blairstown, N. J.
WILLIAM WALTER PHELPS	Englewood, N. J.
SAMUEL SLOAN	New York city.
STEPHEN MERRIHEW	New York city.
HENRY A. C. TAYLOR	New York city.
EDWIN F. HATFIELD	New York city.
LAWRENCE TURNURE	New York city.
STEDERN S DATAER	New Vork aity

Title of company, The Cayuga and Susquehanna Railroad Company.
General offices at Ithaca, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, D., L. & W. R. R. Co., 26 Exchange place, New York city.

#### CENTRAL NEW ENGLAND AND WESTERN.

(Date of consolidation, July 22, 1889.)

The Central New England and Western Railroad Company was formed July 22, 1893, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, both of which were organized under the General Railroad Law of the State of New York, with lines connected by means of the Poughkeepsie bridge across the Hudson river, between Poughkeepsie bridge across the Hudson river, between Poughkeepsie in Dutchess county and Lloyd in Ulster county, the line of the Hudson Connecting Railroad Company extending from a point on the line of said bridge in the town of Lloyd, south-easterly, to Campbell Hall, in Orange county, twenty-six miles, and that of the Poughkeepsie and Connecticut Railroad Company, extending from a point on the line of said bridge in Poughkeepsie. now easterly to Silvernail's bridge in Columbia county, twenty-seven miles.

The Central New England and Western Railroad Company is the lessee under a lesse for one year from August 30, 1889, of the Hartford, Connecticut, in a westerly direction, to Rhinebeck, in the State of New York, a distance of 109% miles. This lesse was executed in accordance with the laws of New York and Connecticut.

The portion of the line of the Central New England and Western Railroad Company, formerly that of the Hudson Connecting Railroad Company, was completed May 22, 1893, and that portion formerly the Poughkeepsie and Connecticut Railroad Company, was completed July 29, 1889.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	соммон.		
·	No. of shares.	Par value.	
Authorized by law or charter, issued on account of construction and now outstanding	16,000	\$1,600,600	

Number of stockholders.....

	Funde	D I	EBT.				
_	T   T - 4 .   T'		interest.		Amount	Amount	
DESIGNATION OF LIEN.	Date.	Term	Rate		hen able.	author- ized.	outstand- ing.
Mortgage bonds	. Sept. 3, 1889	50	p.c.	Mar. 1	, Sep. 1	\$2,500,000	\$2,500,000
Co	st of Road s	nd	Equ	ıipme	nt.		
•		DAD.	-			up to 8	cost of road ept. 30, 1889.
Purchase of constructed road Amount expended to Septem	d ber 30, in cons	truc	tion	· · · · · · · · · · · · · · · · · · ·		•••••	\$3,200,000 00 229,869 38
Total cost of road						·····- <u> </u>	\$8,429,869 38
<b>-</b>	Equi	PME	NT.			-	
Total cost of equipment						-	\$113,814 25
Grand total cost of road a	ana equipmen	t		•••••	•••••		\$3,543,683 63
Income Accou	nt for Year	End	ling	Septe	mber 3	30, 1889.	
Gross earnings from operation Less operating expenses (exc	on cluding all tax	 es)					\$38,449 91 35,672 41
Gross income from all so							\$2,777 50
Deductions from income as	falloine mis .						•=•,
Interest on funded debt due a Rentals	eration of ros		• • • • •		• • • • • •	7,066 67 399 82	
1 macos on property used in op	OTAMON OF TOU	· · · ·		• • • • • • •			19,966 49
Deficit for year ending Se	ptember 30, 18	B <b>9</b>	••••	•••••			\$17,188 99
DE	TAILED STATE	MEN	T OF	RENTA	LS.		
Hartford and Connecticut We est on bonds and taxes	stern Railroad	1, 2 <u>r</u>	er c	enton s	tock, ar	dinter-	\$7,066 67
Analysis of G							<b>41,020</b> 01.
Analysis of G	EAR	- Ting	18.	-	ing a	гремзев.	
		1 _	8886	nger.	Fre	ight.	Total.
Freight, through Freight, local	\$3,397 81						
Passengers, through Passengers, local			••••		\$20	,586 03	\$20,536 03
		1	\$16	,463 79 747 04			16,453 79 747 04
Mail Express Sents	•••••	:		563 80		139 25	563 80 139 25
Total gross earnings	• • • • • • • • • • • • • • • • • • • •	-	\$17	,774 63	\$20	,675 28	\$38,449 92
	OPERATING	Ex	PEN	Es.		·	
Maintenance of way and stru Repairs of roadbed and track		. 1	84	,869 83	j <b>\$</b> 2	.918 22	\$7,283 05
Kepairs of Dridges (including	g cuiverts and	1		575 40		383 60	959 00
Bepairs of stations, shops, do Repairs of fences	cks, etc	:		527 31 325 70		851 54 217 14	878 85- 542 84-

\$5,798 24

## Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	\$966 39	\$577 60	\$1,443 99
Repairs of carsBepairs of machinery and tools	718 21	1,729 12	2,447 33
Bepairs of machinery and tools	88 08	55 39	186 47
Total	\$1,667 68	\$2,862 11	\$4,029 79
_Conducting transportation :			
Wages of conductors and men	\$1,269 72	\$1,250 53	\$2,520 <b>25</b>
Wages of engineers and firemen	1,757 29 8,134 78	1,171 58 2,089 85	2,928 81 5,224 61
Fuel for locomotives	271 92	407 88	679 80
Water supply Other train supplies or expenses Wages of station agents and clerks, and for	271 92 87 50 187 75	25 00	62 50
Other train supplies or expenses	187 75	68 50	256 2
Wages of station agents and clerks, and for	i		
IRAAP AT ATATIONA 1	2,130 04	1,420 08	3,550 O
tation supplies	135 59	90 40	225 9
Station supplies Wages of watchmen. flagmen and switchmen.	817 40	211 60	529 0
Other expenses for conducting transporta-	91, 40	211 00	025 0
tion		298 00	296 0
Total	\$9,241 99	\$7,033 32	\$16,275 \$
General expenses:			
Salaries of general officers and clerks	\$1,813 64	\$1,209 10	<b>\$3,022</b> 7
General office expenses and supplies	897 07	264 72	661 7
Stationery and printing	451 60	301 08	762 6
General office expenses and supplies Stationery and printing Outside agencies and advertising	223 84	149 24	373 0
relegraph maintenance and operation Mileage of cars of other companies (debit	218 06	145 87	363 4
balance)		47 91	47 9
Insurance glass.		į.	
Other general expenses: Insurance	ļ	i	
	289 16	192 78	481 9
Total	\$3,898 87	· \$2,810 20	\$5,703 \$
TotalGrand total operating expenses	\$3,898 87 \$20,101 28	\$2,810 20 \$15,571 18	
	\$20,101 28	\$15,571 18	\$5,703 S \$35,672 41
Grand total operating expenses	\$20,101 28 t September	\$15,671 18 30, 1889.	\$35,672 4
Grand total operating expenses  General Balance Shee Assi	\$20,101 28 t September	\$15,571 18 30, 1889.	\$35,672 4 \$3,429,869 3
Grand total operating expenses  General Balance Shee Assi	\$20,101 28 t September	\$15,571 18 30, 1889.	\$35,672 4 \$3,429,869 3 113,814 2
Grand total operating expenses  General Balance Shee Assi	\$20,101 28 t September	\$15,571 18 30, 1889.	\$35,672 4 \$3,429,869 3 113,814 2
Grand total operating expenses	\$20,101 28 t September	\$15,571 18 30, 1889.	
Grand total operating expenses  General Balance Shee  Assi Cost of road Cost of equipment Stock of other companies Current assets, as follows, viz. :	\$20,101 28 t September 778.	\$15,571 18 30, 1689.	\$35,672 4 \$3,429,869 3 113,814 2
Grand total operating expenses	\$20,101 28 t September FTS.	\$15,571 18 30, 1889.	\$35,672 4 \$3,429,869 3 113,814 2
General Balance Shee  General Balance Shee  Cost of road	\$20,101 28 t September FTS.	\$15,571 13 30, 1889. 	\$35,672 4 \$3,429,869 3 113,814 2
General Balance Shee  General Balance Shee  Cost of road	\$20,101 28 t September FTS.	\$15,571 13 30, 1889. 	\$35,672 4 \$3,429,860 3 113,814 2 900,000 0
Grand total operating expenses	\$20,101 28 t September 778.	\$15,571 18  30, 1689.  \$24,691 14  25,143 82 71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0
Grand total operating expenses	\$20,101 28 t September 778.	\$15,571 18  30, 1689.  \$24,691 14  25,143 82 71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0
Grand total operating expenses	\$20,101 28 t September FTS.	\$15,571 18  30, 1689.  \$24,691 14  25,143 82 71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2
Grand total operating expenses	\$20,101 28  t September  TS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,548 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,186 9 \$4,647,136 5
General Balance Shee  General Balance Shee  Assi Cost of road	\$20,101 28  t September  TS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,188 9 \$4,647,136 5
General Balance Shee  General Balance Shee  Assi Cost of road Cost of equipment Stock of other companies  Current assets, as follows, viz.; Cash on hand Due by agents Open accounts Materials and supplies  Profit and loss (deficiency).  Liabil	\$20,101 28  t September  TS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,188 9 \$4,647,136 5
Grand total operating expenses  General Balance Shee  Assi Cost of road Cost of equipment Stock of other companies Cust assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies  Profit and loss (deficiency)  Liabil Capital stock  Funded debt  Current liabilities, as follows, viz.:	\$20,101 28  t September  FTS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,648 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,188 9 \$4,647,136 5
Grand total operating expenses	\$20,101 28  t September  FTS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,548 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,188 9 \$4,647,136 5
Grand total operating expenses	\$20,101 28  t September  FTS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,548 33	\$35,672 4 \$3,429,869 3 113,814 2 900,000 0 186,262 9 17,188 9 \$4,647,136 5
Grand total operating expenses	\$20,101 28  t September  FTS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,548 33	\$35,672 4 \$3,429,869 3 113,814 9 900,000 0 186,262 9 17,188 9 \$4,647,136 \$
General Balance Shee  General Balance Shee  Cost of road Cost of equipment. Stock of other companies  Current assets, as follows, viz.; Cash on hand Due by agents Open accounts Materials and supplies.  Profit and loss (deficiency).  Capital stock Funded debt.	\$20,101 28  t September  FTS.	\$15,571 18  30, 1889.  \$24,691 14  25,143 82  71,779 61  64,548 33	\$35,672 4 \$3,429,869 3 113,814 9 900,000 0 186,262 9 17,188 9 \$4,647,136 5

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total,
Number of passengers carried	2,676 71,817 5,237 145,633	36,088 766,248 19,105 887,282	40,764 837,565 24,342 1,032,915
Passenger train mileage			26,843 17,430 11,305
Total train mileage			55,078

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$17,774 68 43 0212 6747	\$20,101 28 49 0239 7630 15,571 13 68 015 90	\$2,326 65 06 0927 0983 Profit. \$5.104 15 21 005- 28

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes. Average rate received per mile per ton for carry- ing freight, all classes	Cents. 2.78	Cents.	Cents.
ing freight, all classes	2.34	1.98	1.99

#### Description of Road and Equipment.

•		MILES LEASED.		TOTAL MILES.	
TRACK.	Miles owned, in N. Y. Stat	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Campbell Hall to Silvernalis, single track. Sidings and turnouts on main line	53.04 5.84	43.75 6.18	111.00 23.56	96.79 11.97	164.04 29.40
Grand total of tracks, sidings and turnouts	58.88	49.88	134.56	108.66	193.44
Laid with steel rail, main line	53.04	19.50 24.25	86.75 24.25	72.54 24.25	189.79 24.25

Average life of rails—steel, 20 years; iron, 14 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

#### Description of Road and Equipment—(Continued).

*Bridges.			ENT	TRE LINE	in new Lte.	TORE
DELIVOES.			N	umber.	Aggr	egate gth.
Iron bridges (truss 5, girder 34)		- ;	::	39 10 11		Feet. 1,540 18 6,908
Total		·······		60		8,524
EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers	3 1 2	1 16	8 2 18	174,000	3 2 16	3 3 16
Total	6	17	23	•••••	21	21
First-class passenger cars	6	17 5	<b>23</b> 5		23 5	20 5

Box freight cars Stock freight cars Coal freight cars Fixt freight cars Caboose, 4-wheel cars Caboose, 8-wheel cars Bervice cars	20 20	152 4 225 102 2 28	245 122 2	 	81
Total	62	508	570	 •••••	140

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with hand brake and Perry and ordinary couplers. Split. Wharton and stub switches are used on roads.

Miscellaneous Statistics.

# Road constructed and opened for business, during year, miles S3.64 Railroads crossing under grade Highway erossings at grade without protection 67 Highway crossings over or under grade 118

Passenger cars are heated by steam from locomotive, Martin system, lighted by lamps and ventilated by deck windows.

Pullman's Palace Car Company runs cars over this road, the additional charge being one-third of a cent per mile.

<sup>\*</sup>See also Hartford and Connecticut Western report; these may embrace some of those reported by that company.—R. R. Commissioners.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	281 997	1 4
Meats and provisions Live stock Linnber	91 1.734	<del>7</del>
Pig and bar iron and steel Iron or other ores Coal and coke Petroleum and other oils	2,406	10 38
All other merchandise. All other agricultural products.	2,114 971	9
All other articles not included above	8,043 24,842	13

#### EMPLOYEES

Average number of persons employed (including officials) during year...
Aggregate amount of salaries and wages paid them during year......

\$56,064 87

#### Officers of the Company.

Name.	Title.	Official Address.
John S. Wilson	President	115 Broadway, New York city.
ARTHUR BROCK	<u>Vice-President</u>	Lebarron, Pa.
ARTHUR E. NEWBOLD	Treasurer	Philadelphia. Pa
		115 Broadway, New York city.
	Auditor	
S. B. OPDYKE, JR	General Superintendent,	Hartford, Conn.
N. R. TURNER	Chick Front and Pas.Agt.	Poughkeepsie, N. I.
P. P. DICKINSON	Culei Engineer	Parabhasasia N
G. C. THAYER J. C. PATTERSON	Aget Chief Engineer	Poughkeepsie, N. I.
J. U. FATIERBUN	TOPP OHIGH THRITISH	roughkeepsie, N. I.

#### Directors of the Company.

Name.	Residence.
JOHN S. WILSON	New York city.
ARTHUR BROCK	Lebanon, Pa.
HENRY C. GIBSON	Philadelphia, Pa.
CHARLES C. HARRISON	Philadelphia, Pa.
CHARLEMANGE TOWER, JB	Philadelphia, Pa.
WILLIAM T. CARTER	Philadelphia, Pa.
W. W. GIBBS	Philadelphia, Pa.
ARTHUB E. NEWBOLD.	Philadelphia, Pa,
CHARLES HENRY HART	Philadelphia, Pa.
THOMAS DOLAN	Philadelphia, Pa.
JOHN T. TERRY	New York city.
WILLIAM B. SCOTT	Philadelphia, Pa.
JOHN W. BROCK	Philadelphia, Pa.

Title of company, Central New England and Western Railroad Company. General offices at 115 Broadway, New York city. Date of close of fiscal year, August 31. Date of stockholders' annual meeting, first Wednesday in February. For information concerning this report, address H. W. Watson, Auditor, Hartford, Ct.

## CHATEAUGAY (Railway).

LESSOR.

LESSEE -- CHATEAUGAY RAILBOAD. (Date of charter, July 13, 1867.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

			CAI	TTAL STOCK.					
							00363	tor	i.
						No. of	shares.	F	ar value.
Authorized by law struction and no	v or charter, w outstandin	issi E	ed ·	on account of	con-		1,680		\$166,000
			Fu	NDED DEST.					
DESIGNATION OF		years.		INTEREST.		nount	Amou		Cash realized
LIEN.	Date.	Term, years.	Rate.	When payable.		thor- sed.	outstan	id-	on amount outstand- ing.
Bonds	Aug. 1, 1887	20	p.c. 6	Jan. and July.	\$5	200,000	\$200,0	00	\$200,000
	General Ba	lar	100	Sheet Septem	ber	30, 18	89.		
Cost of road		••••		Assets.	••••	••••••	•••••		\$368.000 00
				ABILITIES.			•		
Capital stock Funded debt		••••	••••	• • • • • • • • • • • • • • • • • • • •	••••	• • • • • • • • •	•••••		\$168,000 00 200,000 00
									\$368,000 00
	O	Mce		f the Compan	ıy.	_			
Name.		Dead		Trile.			ficial Ad Habaret		
Smith M. Weed A. L. Inman M. L. French		Sec Sup	erin	y and Treasure tendent	er	Pia Pia	ttsburgi ttsburgi	1, N	Τ. Ϋ́. Ι. Υ΄.
	Di	rect	ors	of the Compa	ny.				
Name.						-	Residenc		
SMITH M. WEED ANDREW WILLI MILLARD F. PAR MILTON L. FREN PETER S. PALME ROSWELL A. WE HENRY DAVIS	KHURST ICH IB	• • • • •		• • • • • • • • • • • • • • • • • • • •	• • • • •	Pla Pla Pla Pla	ttaburgh	ı. N ı. N ı. N	. Y. . Y. . Y.
HRNBY DAVIS ROBERT M. OLY. JAMES A. BURDI A. L. INMAN EDWARD HALL.	en				• • • • •	Tro	y, N. Y. ttsburgh	. N	. Y. n, N. Y.

Title of company, Chateaugay Railway Company.
General offices at Plattsburgh, N. Y.
For information concerning this report, address M. L. French, Superintendent.

## CHATEAUGAY (Bailroad).

(Date of charter, May 30, 1879).

For history of organization, see Report of 1885.

Capital Stock,

	оома	Mon.
•	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	750	\$75,000
Cost of Road and Equipmen	ıt.	
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889.
Grading, masonry and ballast		883,069 57 18,026 31 120,013 2 5,035 24 9,714 18 8,652 07 7,025 80
Total cost of road		\$251,585 96
EQUIPMENT. Locomotives Passenger cars Mail, baggage and express cars Freight and other cars.	\$7,769 28 9,302 00 52 22	\$61,191 69 28,932 00 2,860 22 94,797 92
Total cost of equipment	\$17,128 50	\$182,781 88
Grand total cost of road and equipment	\$17,128 50	\$484,317 79
DETAILS OF ADDITIONS OR BETTERMENTS DUI	RING THE YEAR	
One passenger engine Two passenger cars Done parior car Additions to baggage and express cars	•••••	\$7,769 28 5,468 00 3,834 00 52 22
Total	•••••	\$17,128 50
Income Account for Year Ending Septe	mber 30, 1999	) <b>.</b>
Gross earnings from operation		\$206,036 87 128,258 08
Gross income from all sources		\$77,778 79
Deductions from income, as follows, viz.:		
Rentals Taxes on property used in operation of road Taxes on earnings and capital stock	\$12,001 00 1,238 17 112 50	
Surplus for year ending September 30, 1889		18,851 67 964,427 12
		\$00,527 12
General Income Account. Burplus for year ending September 30, 1899	<b>92,917</b> 98	\$64,427 15
•		19,989 21
Total surplus September 30, 1889	• • • • • • • • • • • • • • • • • • • •	\$44,437 91

#### DETAILED STATEMENT OF RENTALS.

Line from Lyon Mountain to Saranac lake leased from Chateaugay Railway company, in consideration of guaranteeing interest on \$200,000 of bonds

Line from Plattsburgh to Dannemora, leased from State, consideration being free transportation of supplies to prison at Dannemora and rental of \$1 per annum.

\$12,000 00

Total amount of rentals .....

\$12,001 00

1 00

## Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

•	Passenger.	Freight.	Total.
Freight, all local Passengers, all local Mail Express Parlor car Telegraph	5,124 85 4,586 23 3,361 09	\$132,947 88	\$132,947 88 59,764 26 5,124 85 4,586 23 3,361 60 252 50
Total gross earnings	\$73,088 99	\$132,947 88	\$206,036 8
OPERATING	Evppygre		
	EATENDED.		
Maintenance of way and structures: Repairs of track Repairs of roadbed Repairs of bridges (including culverts and	\$3,779 56 1,377 10	\$16,838 87 6,135 29	\$20,618 4 7,512 H
cattle-guards)	769 43	3,428 00	4,197 4
Repairs of stations, shops, docks, etc	130 22	580 15	710 3
Repairs of fences	108 30	482 51	590 8
structures	12 23	54 49	66 7
Total	\$6,176 84	\$27,519 31	\$33,696 1
Maintenance of equipment:			
Repairs of locomotives	\$1,709 78	\$7,617 50	\$9,327 2
Rangire of cars	9.845.83	12,678 90	15,524
Repairs of machinery	1 81	8 10	9 91
Total	\$4,557 42	\$20,304 50	\$24,861 9
Conducting transmindation :	-		
Conducting transportation: Wages of conductors and men	\$1,985 04	\$8,843 85	\$10,828
Wages of engineers and firemen	1,372 62	6,279 02	7,651 6
Fuel for locomotives	4,657 08	20,748 45	25,405 6
Oil and waste	391 52	1,744 30	2,135 8
Water supply Other train supplies or expenses.	156 14	695 56	851 7
Other train supplies or expenses	53 40 1.082 55	237 58 4.823 03	290 9 5,905 B
Wages of station agents and clerks Wages for labor at stations	452 16	2,014 61	2,466 7
Station supplies	127 59	568 42	696 (0
Station supplies		100	
menOther expenses for conducting transporta-	836 75	3,733 16	4,569 9
tion	81 11	361 36	442 4
Total	\$11,195 96	\$50,049 34	\$61,245 3
General expenses:			
Salaries of general officers and clerks	\$582 93	\$2,597 07	\$3,180
General office expenses and supplies	532 10	2,370 63	2,902
Stationery and printing Outside agencies and supplies	122 48	545 69	668
Land and damage of freight and baggage.	210 62 2 81	938 34 12 51	1,148
Damage to cattle and property	20 71	92 28	112.5
Other general expenses	78 19	348 35	496 8
Total	\$1,549 84	\$6,904 87	\$8,454

#### CHATEAUGAY.

#### General Balance Sheet September 30, 1889.

	ETS.	•		
Cost of road			\$251,535 182.781	
Current assets, as follows, viz.:		••••••	102,751	80
Due by agents			2,189	62
Open accounts			32,881	55
Materials and supplies	•••••		18,630	26
		_	\$488,019	22
Liabi	LITIES.	_		
Capital stock			\$75,000	
Capital stock	k	•••••	859,317	
Open accounts Profit and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	9,263	
Front and loss (surplus)	•••••		44,487	AI
			\$488,019	22
Traffic and Mi	leage Statisti	es.		
IT	EM.		All loca	al.
Number of passengers carried	· · · · · · · · · · · · · · · · · · ·		38,5	
Number of passengers carried Number of passengers carried one mile			1,584,5	
Number of tons of freight carried			204,9	
Number of tons of freight carried one mile		=	6,118,5	109
Passenger train mileage			41.4	101
Freight train mileage.			184.8	
All other train mileage			1,5	88
Total train mileage	• • • • • • • • • • • • • • • • • • • •		227,8	
ITEM.	Earnings.	Expenses.	Profit.	=

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per treight train per mile Average per freight train per mile	\$73,088 99	\$23,480 06	\$49,608 93
	1 89	60	1 29
	047	015	082
	1 76	56	1 20
	132,947 88	104,778 02	28,169 86
	648	511	137
	0217	0171	0046
	719	566	153

-	 -	

All local.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....

Average rate received per mile per ton for carrying freight, all classes...

3.9 2.17

#### Description of Road and Equipment.

Track.	Miles owned, all in	Miles leased, all in	Total miles, all in
	New York State.	New York State.	New York State.
Main line, from Plattsburgh to Saranac Lake, single track	18.01	54.81	72.82
Sidings and turnouts	9.71	1.24	10.95
*Grand total of tracks, sidings and turnouts	27.72	56.05	83.77

Average life of ties, 5 years; weight of rails per yard — steel, 46 lbs.; gauge of track. 3 feet; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in New York State.	Owned or leased.	Miles laid with stool rails.
Plattsburgh and Danne-	Plattsburgh	Dannemora	15.92	Leased.	15,92
mora	Lyon Mountain	Saranac Lake	38.89	Leased.	38,89

Parkers		ENTIRE LINE IN NEW YORE STATE.		
BRIDGES.	Number.	Aggregate length.		
Iron bridges	19	Feet. 150 4,838%		
Total	21	4,988%		

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in tons.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers Locomotives, 4-drivers	6 3	2	6 5	\$8,000 6,000	26 15 & 26	25 25	6	
Total	Đ	2	11				10	
*First-class passenger cars Second-class pass'ger cars. Baggage, mail and ex. cars	5 2 3	3	8 2 3	:::::	:::::		:::::	
Total	10	3	13					
Box freight ears	18 244 18 101 2 1 78	9	24 244 18 110 2 1 78					
Total	462	15	477					

Miller coupler and Eames' brake are used on passenger cars, and Smith automa coupler on freight cars. Cast-iron split and stub switches are used on this road.

<sup>\*</sup> Including two parlor cars.

#### CHATEAUGAY.

#### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	1 36 1

Passenger cars are heated by stoves and patent heaters, lighted by kerosene lights and ventilated by trunk lights.

National Express Company runs over this line at a fixed schedule of rates based on weight.

Parlor cars are owned by company; 1.02 cents charged per mile in addition to regular

fare. Mails transported at a fixed rate per annum, based on weight.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1,247
Grain	1,108
Meats and provisions	751
Live stock	24.984
Lumber Pig and bar iron and steel	14.126
Iron or other ores	120.916
(loa) and coke	. 28.560
Petroleum and other oils	399
Madulactures	4.469
All other merchandise	2.784
All other agricultural products All other articles not included above	1,989
All other articles not included above	8,707
Total	201,994

#### NUMBER OF ACCIDENTS.

## Employee killed.....

1

## EMPLOYEES.

#### Officers of the Company.

Name.	Title.	Official Address.
Smith M. Weed Andrew Williams H. M. Olmstrad A. L. Inman M. L. French	President	Plattsburgh, N. Y.
ANDREW WILLIAMS	Treasurer	Plattsburgh, N. Y.
H. M. OLMSTRAD	. Secretary	New York city.
A, L. INMAN	. General Manager	Plattaburgh, N. Y.
M. L. FRENCH	. Buperintendent	Plattsburgh, N. I.

#### Directors of the Company.

Name.	Residence.
SMITH M. WEED A. I. INMAN ANDERS WILLIAMS	Plattsburgh, N. Y.
A. L. Inman	. Plattsburgh, N. Y.
Andrew Williams	. Plattsburgh, N. Y.

Title of company, Chateaugay Railroad Company. General offices at Plattaburgh, N. Y. Date of close of fiscal year, September 30, For information concerning this report, address M. L. French, Superintenden

#### CHAUTAUQUA LAKE.

(Date of consolidation, September 27, 1886.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

#### CAPITAL STOOK.

	COM	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	8,000	\$800,000	
Issued on account of construction Issued for stock of Mayville Extension Rail-	5,500	\$550,000	
road Company	500	50,000	
Total now outstanding	6,000	\$600,000	*9600,000

Number of stockholders .....

23

#### FUNDED DEBT.

Decrawation on		years.		INTEREST.	Amount	Amount	Cash realized
Designation of Lien.	Date.	Term, 3	Rate.	When payable.	author- ized. outstand- ing.		on amount outstand- ing.
First mortgage bonds  Equipm'nt mort- gage bonds	Jan. 1, '67 June 30, '88 June 30, '88 April 20, '89	50 1 2	p.c. 6 6 6	Jan. & July Jan. & July Jan. & July Jan. & July	\$800,000 \$40,000	\$477,000 { \$2,350 3,000 750	\$477,000 32,250 3,000 750
Total			<b> </b> .		\$840,000	\$513,000	\$513,000

#### Cost of Road and Equipment.

Road.	Total cost up to Sept. 30, 1839.
Superstructure (including ties)	\$180 43 1,023,869 46
Total cost of road	
EQUIPMENT,	
Locomotives	\$24,889 24
Passenger cars. Mail, baggage and express cars Freight and other cars.	20,500 00 2,700 00 5,061 30
Total cost of equipment	\$53,130 54
Grand total cost of road and equipment	\$1,077,180 45

<sup>\*</sup>Amount shown as cash realized on capital stock is \$600,000; same appears in repor for 1888 as \$656,920; the difference, \$56,920, having been caused by errors in making settlement with contractor which errors have been adjusted this year.

<sup>†</sup> Two months and ten days.

† Changes having been made which affect original entries, as shown by report for 1884 a reduction in total cost appears rather than an increase. There have been no better ments during the year.

CHAUTAU	QUA LAKE.		183
Income Account for Year I	Ending Septe	mber 30, 1889.	
Gross earnings from operationLess operating expenses (excluding all taxes	8)		\$47,186 <b>36</b> 40,785 <b>87</b>
Gross income from all sources	•••••		96,400 49
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Bentals	••••	\$23,850 00 5,124 00	
Rentals		2,259 28	81,283 28
Deficit for year ending September 30, 188			\$24,832 79
General Inco	me Account.		
Deficit for year ending September 30, 1889 Deficit up to September 30, 1884	•••••	•••••	\$24,832 79 48,566 25
Total deficit September 30, 1889	• • • • • • • • • • • • • • • • • • • •	····· <u> </u>	\$78,899 04
DETAILED STATEME Paid Western New York and Pennsylvania track between Mayville and Brockton, \$4.2 Analysis of Gross Earning EAR	Railway Comp	any, for use of	\$5,124 00
	Passenger.	Freight.	Total.
Freight, through		\$15,310 18	A15 010 10
Passengers, through	400 001 40	\$10,510 15	\$15,310 13
Mail	\$29,281 60 1,740 78 845 85	8 50	29,281 60 1,740 78 845 85 8 50
Total gross earnings	\$31,867 78	\$15,818 63	\$47,186 36
Operating	Expenses.		
Maintenance of way and structures: Bepairs of track and roadbed Bepairs of bridges (including culverts and cattle-guards).	\$3,075 86	\$1,858 64	\$4,984 00
Repairs of bridges (including culverts and cattle-guards)	165 04	99 75	264 79
Repairs of stations, shops, docks, etc Repairs of fences	214 09 58 77	129 37 32 49	843 46 86 26
Total	\$3,508 26	\$2,120 25	\$5,628 51
Maintenance of equipment: Bepairs of locomotives. Repairs of cars. Repairs of machinery and tools.  Total	\$634 96 926 70 8 96 \$1,470 62	\$328 81 204 97 5 41 \$538 69	\$858 27 1,181 67 14 87 \$2,004 81
Conducting transportation:		!!	
Wages of conductors and men Wages of engineers and firemen Fuel for locomotives. Oil and waste Water supply. Other train supplies or expenses. Wages of station agents and clerks. Station supplies Wages of watchmen, flagmen and switchmen.	\$2,171 11 2,742 52 1,729 60 363 44 132 90 199 58 4,286 80 77 81	\$1,667 65 1,657 48 2,861 84 219 65 80 32 2,560 57 47 03	\$3,838 76 4,400 00 4,591 44 583 09 218 22 201 61 6,797 37 124 84
Total	\$11,995 88	\$9,803 81	\$21,299 14

#### Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenge	r.	Freight		Total.
General expenses:		_			
Ralaries of general officers and clerks	\$3,848	21	\$2,325	72	\$6,173 93
General office expenses and appolies	197	12	119	13	316 25
Stationery and printing Outside agencies and advertising	436	85	264	02	700 87
Outside agencies and advertising	687	07	385	03	1.022 10
Legal expenses	81	17	18	83	50 00
Loss and damage of freight and baggage	2		4	11	6 60
Injuries to persons	_	62	_	38	1 00
Telegraph maintenance and operation Mileage of cars of other companies (debit	1,311		792		2,103 67
balance)	84	48	719	23	803 71
Other general expenses	421	21	254	57	675 78
Total	\$6,970	44	\$4,883	47	\$11,853 91
Grand total operating expenses	\$23,945	15	\$16,840	72	\$40,785 8

#### General Balance Sheet September 30, 1889.

ATOMIO,		
Cost of road		\$1,024,049 89
Cost of equipment		53,130 54
Current assets, as follows, viz.:		
Cash on hand	\$13.389 12	
Due agents.	1,170 39	
Open accounts	1.950 79	
Materials and supplies	828 00	
Sundries	528 70	
Unadineted account with contractor	99 701 91	

#### LIABILITIES.

Capital stock	\$600,000 00
Funded debt	513,000 00
Churcant lighilities as falloges nie .	

\$1,206,738 38

93,738 38

#### The same of the sa

ITEM.	Through.	Local.	Total.
Number of passengers carried	16,612 419,202 18,551 482,538	75,099 867,967 3,264 47,286	91,711 1,277,069 21,815 529,824
Passenger train mileage			51.7 31,0 1,3
Total train mileage			84,1

Traffic and Mileage Statistics.

Miles owned, all

## CHAUTAUQUA LAKE.

## Trame and Mileage Statistics - (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$31,867 73 3474 0249 6138 15,318 63 7022 0299 4933	\$28,945 15 2611 0187 4627 16,840 72 7719 0317 5424	\$7,922 58 0863 0062 1511 LOSS. 1,522 09 0697 0028 0491

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas-	Cents.	Cents.	Cents.
sengers, all classes.  Average rate received per mile per ton for carry-	2.57	2.15	2.29
ing freight, all classes.	2.68	4.99	2.88

#### Description of Road and Equipment.

TRACK.	in N. Y. State.
Main line authorized, from Jamestown to Westfield and around Chartauqua lake	60
Main line laid, single track.  Branches or other roads.	21.17 2.68
Total single track	
Sidings and turnouts on main line	2.17 .07
Total sidings and turnouts	
Grand total of tracks, sidings and turnouts	26.09
Laid with steel rail, main line	21.17 2.68

Weight of rails per yard — steel, 60 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel and dirt.

## DETAILS OF BRANCHES OR OTHER BOADS.

Name of Brance of Boad.	From	То	Entire length in New York State.	Owned or leased.	Miles laid with iron rail.
Mayville Extension Rail- road Company	Mayville	Chautauqua Assembly grounds.	2.68	Owned.	2.68

#### Description of Road and Equipment — (Continued).

			EN	TIRE LINE ST.	in new	7 YORK
Bridges,		Number.		Aggregate length.		
Wooden trestles				18		Feet. 1,094
				ą	72	44
Equipment.	No. leased.	Average cos	of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	3	\$8,28	9 74	70,000	3	3
First-class passenger cars	4 8	\$2,28 2,70	8 83		- 3 7	4 8
Box freight cars	10 2 8	::::				10
Total	20		••••			10

Westinghouse air-brake and Miller coupler are used on all cars run on passenger trains, and the Ames' coupler on freight trains. All switches used on road are split except two, which are stub switches.

#### Miscellameous Statistics.

	Patina line in
ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company Railroad crossing road at grade	\$142,830 1
Highway crossings at grade without protection	14

Passenger cars are heated by Spear hot air heaters, lighted with signal oil and water white oil, and ventilated by clear story ventilators.

The American Express Company operates over this line. It has no written agreement, but pays 50 per cent above first-class local rates on all regular business, and first-class local rates on special shipments.

Red Line and Merchants' Despatch operate over this road. Mileage is paid on their

cars.

Mails are carried over this road between Jamestown and Mayville, for which the post-office department pays \$1,100.38 per annum.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour Grain	488 1.611	2.
Meats and provisions Live stock	577	2.1
LumberPig and bar iron and steel	1.634	7.i 3.

## CHAUTAUQUA LAKE.

#### Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent.	
Iron or other ores Coal and coke. Petroleum and other oils Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. All other manufactures All other agricultural products All other articles not included above.	4,857 101 8,601 400 4,357	22.25 .50 16.75 1.75 20.00 2.50 18.50	
Total	21,815	100	

#### EMPLOYEES.

Aggregate amount of salaries and wages paid them	Average number of Aggregate amount	persons employed (including officials) during year of salaries and wages paid them	42 \$25,513 35
--	------------------------------------	--	-------------------

#### Officers of the Company.

Name.	Title.	Official Address.
ARTHUR O. GRANGER	President	Philadelphia, Pa.
GEORGE H. BURT	Vice-President Treasurer	Philadelphia, Pa. Boston, Mass.
DANIEL H. POST	Souretary	Jamestown, N. Y.
J. MURRAY AFRICA	General Manager Auditor and Assistant Treasurer	Jamestown, N. Y.
W. E. Grieges	General Freight and Pass. Agent	Jamestown, N. Y.

Directors of the Company.	
Name.	Residence.
ABTHUR O. GRANGEB	Philadelphia, Pa.
JOSEPH M. GAZZAM	Philadelphia, Pa.
WILLIS TEW	Jamestown, N. Y.
A. N. BROADHEAD	Jamestown, N. Y.
F. E. GIFFORD	Jamestown, N. Y.
JOHN CADWELL	Jamestown, N. Y.
O. E. Jones	Jamestown, N. Y.
GEORGE H. BURT	Boston, Mass.
F. B. Brewer.	<u>W</u> estfield, <u>N</u> . <u>Y</u> .
B. G. Wright	Westfield, N. Y.
E. B. PHILLIPS	Boston, Mass.
J. Murbay Africa	Jamestown, N. Y.
ROBERT N. MARVIN	Jamestown, N. Y.

Title of company, Chautauqua Lake Bailway Company.
General offices at Jamestown, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in August.
Por information concerning this report, address F. Bristow, Auditor and Assistant Treasurer.

#### CHERRY VALLEY, SHARON AND ALBANY.

#### LESSOR,

#### LESSEE - ALBANY AND SUSQUEHANNA.

#### OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 10, 1860.)

For history of organization, see Report of 1885.

The operations, earnings and expenses of this road are included in those of the Albany and Susquehanna railroad; but same are set forth in this report in compliance with the request of the Railroad Commissioners in a letter to Thomas Dickson, President, dated July 17, 1883.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

						COMMON.			
				•	No. of	shares.	Par value.		
Authorized by law or cha Total now outstanding .	irter	••••				10,000 5,778	\$500,000 208,900		
Number of stockholders		••••	• • • •			•••••	•		
	Fo	NDE	D D	EBT.					
DESIGNATION OF LIEU									
DESIGNATION OF LIEN.	Date.	Term.	Rate.	When pay	yable.	ized.	ing.		
First mortgage	June 15, 1869	80	p.c.	Dec. 15, J	une 15	\$300,00	9300,600		
Total cost of road	Cost of Ros						*\$588,900 00		
	count for Ye					•			
Gross earnings from ope Less operating expenses	ration (excluding all	tax	 88) .		•••••		\$20,457 55 27,579 35		
Deficit from operation				• • • • • • • • • • • • •		-	\$7,121 79		
Deductions from income, Interest on funded debt of Taxes on earnings and of Taxes other than above.	lue and accrue apital stock	ed			- <b>-</b>	21,000 00 101 37 30 00			
					_		21,131 37		
Deficit for year endin	g September 3	0, 186	9	• • • • • • • • • • • • • • • • • • • •	•••••		F32,828		
				Account.					
		00					228,253		
Deficit for year ending Se Deficit up to September a	eptember 30, 18 10, 1888		••••	• • • • • • • • • • • • • • • • • • • •	• • • • • • • •	••••••	156,156		

<sup>\*</sup> Details of cost not known to its present owner.

\$588,900 00

## CHERRY VALLEY, SHARON AND ALBANY.

## Analysis of Gross Earnings and Operating Expenses.

EARNI	NGS.		
	Passenger.	Freight.	Total.
Freight, all local		\$7,401 78	\$7,401 73
Passengers, all local	\$11,456 70 996 91		11,456 70
Freight, all local. Passengers, all local Mail. Express.	602 22		996 91 602 22
Total gross earnings	\$13,055 88	\$7,401 78	\$20,457 56
0	<b></b>	1	
OPERATING !	Expenses.		
Maintenance of way and structures:  Bepairs of track	\$2,405 30	<b>\$2,405 80 }</b>	\$4,810 60
Repairs of roadbed	833 86	383 87	667 78
cattle-guards)	87 49 492 91	87 49	74 98
Repairs of fences	100 17	504 80 100 16	997 21 200 33
otner expenses for maintenance of way and		1	
structures	1,158 60	1,158 60	2,817 20
Total	\$4,528 83	\$4,589 72	\$9,068 05
Maintenance of equipment:			
Repairs of locomotives	\$602 79 182 47	\$460 68	\$1,068 42 182 47
Total	\$785 26	\$460 63	\$1,245 89
Conducting transportation:		1	
Wages of conductors and men	\$1,374 43	\$1,834.46 [	\$2,708 89
Wages of engineers and firemen	\$1,874 48 1,096 88	1,061 97	2,157 30
Fuel for locomotives Oil and waste	1,963 39 121 87	1,922 10 95 72	3,885 49 217 59
Water supply Other train supplies or expenses	142 99	127 17	270 16
Wages of station agents and clerks	82 63 606 90	85 24 595 00	117 87 1,200 00
Wages for labor at stations	248 60	880 40	1,124 00
Station supplies	84 13 804 50	82 64 295 50	166 77 600 00
Total	\$6,017 87	\$6,480 20	\$12,448 07
General expenses:			
Salaries of general officers and clerks General office expenses and supplies	\$847 48 59 74	\$837 09   57 41	\$684 57 117 15
Stationery and printing	84 51	80 59	165 10
Outside agencies and advertising	49 94 24 62	24 48	49 <b>94</b> 49 10
Legal expenses Telegraph maintenance and operation	780 14	757 98	1,538 12
pelance)	1,584 66	484 70	2,069 36
Other general expenses	76 82	67 68	144 00
Total	\$3,007 41	\$1,809 98	\$4,817 34
Grand total operating expenses	\$14,338 87	\$13,240 48	\$27,579 35
General Balance Shee	t September	· 30. 1889.	
ARR	ETR.		
Cost of road	•••••••		\$588,900 00
Liabii	ITIES.		
Capital stock Liabii Funded debt		••••••	\$288,900 00 \$00,000 00

#### \*Officers of the Company.

Name.	Title.	Official Address.
JAMES C. HARTT	Acting Treasurer	New York city.
	Directors of the Company.	
Name.		Residence.
JAMES YOUNG		Cherry Valley, N. Y.
RODMAN G. MOULTON		Brooklyn, N. Y.
JAMES U. HARTT	••••••••••	New York city.
General offices at New Yor	Valley, Sharon and Albany Railr k city. , September 30. ial meeting, first Monday in Jun	
For information concerning	iai meeting, nrst monday in Jun ig this report, address James C.	e. Hartt, Acting Treasurer.

#### CLOVE BRANCH.

(Date of charter, November 21, 1868.)

For history of organization, see Report of 1885.

#### Capital Stock.

	COMMON.		Cash realized
No	o. of shares.	Par value.	on amount outstanding.
norized by law or charter, issued for ual cash and now outstanding	3,000	\$150,000	\$150,000
ber of stockholders			. sı
Cost of Road and	Equipmen	t.	
l cost of road up to September 30, 1889 l cost of equipment up to September 30, 18	89	· · · · · · · · · · · · · · · · · · ·	. \$150,000 00 . †39,541 57
rand total cost of road and equipment			. \$189,541 5
Income Account for Year End	ling Septer	nber_30, 1889	•
s earnings from operationoperating expenses (excluding all 'taxes).			. \$8,434 94 8,183 94
et earnings from operation me from rent of depot, etc			\$251 00 51 00
ross income from all sources			\$302 0
ductions from income, as follows, viz.: so on property used in operation of road so on earnings and capital stock		\$526 4: 66 5'	7
· · · · · · · · · · · · · · · · · · ·			- 592 90
eficit for year ending September 30, 1889	•••••		. \$390 9
General Income	Account.		
it for year ending September 30, 1889 lus up to September 30, 1888		\$290 94 50,224 07	L 7 - 849.983 S
accounts carried to profit and loss in year			
otal surplus September 30, 1889			\$42,969 7

<sup>\*</sup>The office of President and Secretary are vacant.
†Four gondola cars destroyed on other roads during the year. The amount receiv d for them, \$693.84, deducted from last year's statement of cost of equipment.

## CLOVE BRANCH.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

PART.	INOB.				=
	Passenge	r.	Freight.	Total.	
			\$6,482 44	86.482	44
Freight, all local	\$147			147	
Mail Car service	846		1,458 62	346 1,458	
Total gross earnings	\$493		\$7,941 06	\$8,484	_
					-
	Expenses.				
Maintenance of way and structures: Repairs of track and roadbed	\$92	28	\$1,758 46	\$1,845	74
Repairs of bridges (including culverts and	1	98	36 68	38	61
cattle-guards) Repairs of stations, shops, docks, etc Repairs of fences		82	24 94	26	20
1		78	14 90	15	66
Total	\$96	81	\$1,829 98	\$1,926	29
Maintenance of equipment:	A7		e149.77	A151	
Repairs of locomotives	· \$7		\$148 75 868 49	\$151 914	
Repairs of machinery and tools	14	19	269 66	288	80
Total	\$67	46	\$1,281 90	\$1,849	86
Conducting transportation :					_
Wages of conductors and men	\$43 52		\$828 91 1,008 44	\$872	
Fuel for locomotives	41		786 24	1,056 827	8
Oil and waste		72	82 85	84	5
Oil and waste Other train supplies or expenses Wages of station agents and clarks		57	10 90	11	4
Wages of station agents and clerks	83		627 00 11 68	660	0
Wages of station agents and clerks		60 50	10 18	12 10	
Total	\$174	_	\$3,311 15	\$3,485	
General expenses:			'	<del>-</del>	
salaries of general officers and clerks	<b>\$</b> 65		\$1,235 00	\$1,300	
deneral office expenses and supplies		05 97	95 18 43	1 19	00
tationery and printing		58	11 09	11	
nsurance	1	40	26 60	28	
Other general expenses	3	14	59 67	62	81
Total	\$71	14	\$1,851 74	\$1,422	86
Frand total operating expenses	\$409	13	\$7,774 77	\$8,188	90
General Balance Shee	_	er	30, 1889.		_
Assi	eib.			\$150,000	~
ost of equipment		• • • •		89,541	61
ost of equipment	••••••	• • • •	• • • • • • • • • • • • • • • • • • • •	1,223	
Current assets, as follows, viz.:					
ash on hand	• • • • • • • • • • • • • • • • • • • •	• • •	\$1,527 08 244 14		
oue by agents pen accounts		• • • • • • • •	1,154 74		
				2,925	96
				\$193,690	69
Apital stock				<b>4180</b> 000	0.
Cherrent liabilities, as follows, viz:				\$150,000	u
udited vouchers and pay-rolls		. <b></b> -		873	
udited vouchers and pay-rollspen accountsrofit and loss (surplus)	• • • • • • • • • • • • •	••••	************	328	17
rout and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	• • • •	•••••	42,989	07
				\$193,690	69
			_		

#### REPORT OF THE RAILROAD COMMISSIONERS.

#### Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile Total train mileage, mixed	1,132 3,159 25,264 83,624 2,068

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including		3,5	
mail, express and miscellaneous earnings)	\$493 88 i	\$409 13	\$84 7
Average per passenger carried	44	36	0
Average per passenger per mile	16	13	00
Average per passenger train per mile Freight earnings and expenses (including	48	40	0
miscellaneous earnings)	7.992 06	7,774 77	217 2
Average per ton of freight carried	32	31	Q.
Average per ton of freight per mile	10	09	0.
Average per ton of freight per mile	7 78	7 51	2

#### ITEM.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....

Average rate received per mile per ton for carrying freight, all classes....

All local. Cents.

#### Description of Road and Equipment.

TRACE.	Miles owned, all in New York State.	Miles operated, all in New York State.	Total miles, ail in New York State.
Main line from Clove Branch Junction to Sylvan Lake, single track.  Total of branches or other roads, single track	4.25	4,01	4,25
Total single track	4.25	4.01	8.96
Sidings and turnouts on main line	1.43	91	1.43
Total sidings and turnouts	1.43	.91	2.34
Grand total of tracks, sidings and turnouts	5.68	4.92	10.60
Laid with iron rail, main line	4.25	4.01	4.25

Average life of rails—iron, 25 years; average life of ties, 8 years; weight of rails per yard, iron, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS,

Name of Branch ob Road.	From	То	Entire length in New York State.	Owned, leased or operated.	Sidings.	Milon laid with
New York, Boston and Mon- treal Railway.	Sylvan Lake	Clove Valley	4.01	Operated.	.91	

## CLOVE BRANCH.

Description of Road and Equipment	- (Cont	mued).		
EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.
Locomotives, 4-drivers	1 1	\$8,080 1,200	75,000	26 26
Box freight carsCoal freight cars	8 50	:::::		18
Total	· 58		•••••	
Ordinary freight brake in use on cars. Stub or open sw	itch in	use on 1	oad.	
Miscellaneous Statistics.			<b>V</b> ada	line in
ITEM.			N. Y.	State.
Cost of real estate now held by company, exclusive of operation.  Total assessed value of real estate and personal property Highway crossings at grade without protection	of com	v	•	11,223 22 17,881 00 7
Passenger car is heated by coal stove, lighted with min ventilated by Creamer ventilator. No contract with the United States government for the pany is paid \$42.75 per mile per year by post-office departs	transpo			
DESCRIPTION OF FREIGHT MOVE	ED.		_	
Flour				рваде. 20
Grain Meats and provisions Live stock Lumber Pig and bar iron and steel Iron or other ores	•••••			264 9 1 134 1 21,961
Petroleum and other oils. Shipments of manufactured goods received by railroad oo this State from manufactories within this State	mpanie	s within	i :	29 148 49 632
All other articles not included above	••••••		·	16
Total	•••••	• • • • • • • • • • • • • • • • • • • •		25,264
EMPLOYEES.				
Average number of persons employed (including officials aggregate amount of salaries and wages paid them during the salaries and salaries are salaries.	during gyear	year	: 1	7 14,608 34
Officers of the Company.				
JOHN S. SCHULTZE President and Treasurer WILLIAM A. WELLS Secretary and Gen'l Accountar CHARLES L. KIMBALL. General Superintendent WILLIAM H. MOORE General Ticket Agent and Aud of Passenger and Freight Acct	Matt t. Matt	al Addr eawan, eawan, eawan, eawan,	N. Y. N. Y.	
Directors of the Company Name.		. a.l.d		
John S. Schultze William R. Schultze H. B. Willets. Samuel I. Weight. George H. Brown William S. Eno B. G. Coffin 25	Man	chester, chester, chester, istown, istown, istown, istown, istown, York ci Plains, n's Sum	N. J.	Y.

Name. C. L. Kimball. Aldert Emaus. N. T. Plass. S. M. Davidson. William A. Wrils. William H. Moorr.	La Grangeville, N. Y. Copake Iron Works, N. Y. Fishkill Village, N. Y. Moore's Mills, N. Y.
Title of company. Clove Branch Railroad Comp. General offices at Matteawan, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, January For information concerning this report, addressurer.	

## CONESUS LAKE.

LESSOR.		
Lessee - New York, Lake Erie and V	Vestern.	
(Date of charter, May 10, 1882.	)	
For history of organization, see Reports of 1885 and 1887.		
Capital Stock.	_	
	СОМ	CON.
,	No. of shares.	Par value.
Authorized by law or charter	400	\$20,000
Issued on account of construction		. \$18,786 366
Total now outstanding	382	\$19,10
Number of stockholders		
Cost of Road and Equipmen	nt.	
· ROAD.		otal cost up b Sept. 30, 1889.
Grading, masonry and ballast		Sept. 30, 1889. 21.936 0
Grading, masonry and ballast		Sept. 30, 1889. \$1,936 0 1,096 5
Grading, masonry and ballast Superstructure (including ties)		Sept. 30, 1859. \$1,926 0 1,096 5 7,177 5 1,515 0
Grading, masonry and ballast		Sept. 30, 1889. \$1,926 0 1,096 5 7,177 5 1,516 0 90 0
Grading, masonry and ballast Superstructure (including ties)		Sept. 30, 1889. \$1,926 0 1,096 8 7,177 5 1,515 0 30 0 425 4
Grading, masonry and ballast Superstructure (including ties). Rails Land Fences Passenger and freight stations Shops, machinery and tools.		Sept. 30, 1859. \$1,926 0 1,096 5 7,177 5 1,515 0 30 0 486 4 29 3
Grading, masonry and ballast Superstructure (including ties)		Sept. 90, 1889.  \$1,926 0 1,006 5 7,177 6 1,515 0 405 4 29 8 53 8
Grading, masonry and ballast Superstructure (including ties). Land. Land. Fences. Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction.		Sept. 90, 1859.  \$1,926 0 1,086 8 7,177 5 1,515 0 90 0 485 4 29 3 83 8
Grading, masonry and ballast Superstructure (including ties). Land. Land. Fences. Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction.		Sept. 90, 1859.  \$1,925 0 1,036 5 7,177 5 1,515 0 30 0 495 4 29 3 53 8
Grading, masonry and ballast Superstructure (including ties). Land. Land. Fences. Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction.		Sept. 30, 1859.  \$1,935 0  1,096 5  7,177 5  1,515 0  30 0  485 4  29 3  53 9  10,965 8  245 7  150 0
Grading, masonry and ballast Superstructure (including ties)		Sept. 30, 1859.  \$1,935 0  1,096 5  7,177 5  1,515 0  30 0  485 4  29 3  53 9  10,965 8  345 7
Grading, masonry and ballast Superstructure (including ties). Rails. Land. Fences. Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction. Telegraph line. Wharfing, etc  Total cost of road.  EQUIPMENT.		Sept. 30, 1859.  \$1,936 5 7,177 5 1,815 0 30 0 465 4 29 3 83 83 8 30 0 10,965 8 245 7 150 0
Grading, masonry and ballast Superstructure (including ties)		Sept. 30, 1859.  \$1,936 5 7,177 5 1,515 0 30 0 485 4 29 3 53 8 10,985 8 345 7 150 0  \$23,845 2
Grading, masonry and ballast Superstructure (including ties). Rails. Land. Fences. Fences. Fences and freight stations Shops, machinery and tools. Engineering expenses. Discount on stock charged to construction. Telegraph line. Wharfing, etc  Total cost of road.  Equipment. Locomotives.	4	Sept. 30, 1859.  \$1,936 5 7,177 5 1,515 0 30 0 485 4 29 3 53 8 10,985 8 345 7 150 0  \$23,845 2
Grading, masonry and ballast Superstructure (including ties). Rails. Land Fences Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction. Telegraph line Wharfing, etc  Total cost of road.  Equipment.  Locomotives.  Grand total cost of road and equipment  General Balance Sheet September	30, 1889.	Sept. 30, 1859.  \$1,936 5 1,036 5 7,177 5 1,515 0 30 0 485 4 29 3 53 30 0 10,985 8 345 7 150 0  \$23,845 2
Grading, masonry and ballast Superstructure (including ties). Ralls. Land. Fences Passenger and freight stations Shops, machinery and tools. Engineering expenses. Discount on stock charged to construction. Telegraph line. Wharfing, etc  Total cost of road.  Equipment.  General Balance Sheet September  Assers,	30, 1889.	Sept. 30, 1859.  \$1,995 5 1,096 5 7,177 5 1,515 9 30 0 485 4 29 3 53 8 53 8 50 9 10,995 8 245 7 185 0 223,845 2
Grading, masonry and ballast Superstructure (including ties). Rails Land. Fences. Passenger and freight stations Shops, machinery and tools. Fuel and water stations Engineering expenses. Discount on stock charged to construction. Telegraph line. Wharfing, etc  Total cost of road.  Locomotives.  Grand total cost of road and equipment.  General Balance Sheet September  Cost of road.  Assers, Cost of equipment	30, 1889.	Sept. 30, 1859.  \$1,995 5 1,995 6 1,095 5 7,177 5 1,515 6 30 0 485 4 29 8 30 9 10,985 8 345 7 1850 6 \$23,845 2
Grading, masonry and ballast Superstructure (including ties). Ralls. Land. Fences Passenger and freight stations Shops, machinery and tools. Engineering expenses. Discount on stock charged to construction. Telegraph line. Wharfing, etc  Total cost of road.  Equipment.  General Balance Sheet September  Assers,	30, 1889.	Sept. 30, 1859.  \$1,995 5 1,096 5 7,177 5 1,515 9 30 0 485 4 29 3 53 8 53 8 50 9 10,995 8 245 7 185 0 223,845 2

#### CONESUS LAKE.

r-- - ·

Capital stockLiabilities,	\$19,100 00
Open accounts	8,793 96
•	\$27,893 96

#### Officers of the Company.

. Name.	Title.	Official Address.
LOVETTE P. WEST	President	Lakeville, N. Y.
SAMUEL M. FELTON, JB	Vice-President	New York city.
AUG. B. MACDONOUGH	Secretary	New York city.
EDWARD WHITE	Treasurer	New York city.
W. J. MURPHY	General Superinten	dent Jersey City, N. J.

Directors of th	ie Company.
Name.	Residence.
LOVETTE P. WEST	Lakeville, N. Y.
JOHN C. DAVENPORT	Avon, N. Y.
JOHN KING	New York city.
JOHN G. McCullough	New York city.
Samuel M. Felton, Jr. George W. Quintard.	New York city.
AIG R. MACDONOLIGH	New York city.

Title of company, The Conesus Lake Railroad Company. General offices at 21 Cortlandt street, New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Saturday in May. For information concerning this report, address A. R. Macdonough, Secretary.

#### CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

Boad opened in 1883. Built for purpose of furnishing terminal facilities at Buffalo N. Y., for through line railroads.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

					соми	ION.	Cash real		sh realized
				No. of sha	res.	Par	value.	on amount outstanding.	
Authorized by la actual cash and	w or charter now outstand	issu ling	ed for	-	400		\$20,000		\$20,000
-			-						
Number of stockh	olders	]	Funde	о Оквт.		•••••			24
Number of stockh	olders	1.1		D DEBT.			Amou	-	Cash
DESIGNATION OF LIEN.	Date.	years.	INT		aut	ount hor- ed.	Amou oustar ing	nd-	

#### Cost of Road.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Land, land damages and fences	\$461 03	\$266,010 % 296,432 % 1,697 32
Total cost of road	\$461 03	\$686,139 <b>6</b> 3
Income Account for Year Ending Septem Gross earnings from operation	•	
Gross income from all sources		983.171.5
Deductions from income, as follows, viz.: Interest on funded debt due and accrued		
•		33,101 11
Net income from all sources		950,067 <b>3</b> 1
Surplus for year ending September 30, 1889	•••••••	\$48,867 37
General Income Account.		
Surplus for year ending September 30, 1889		. \$48,867 \$ 78,946 \$
Surplus up to September 30, 1008		\$127,813
Less depreciation		. 10.000 0
Add interest.		\$117,813 6 3,698 4
Total surplus December 30, 1889	• • • • • • • • • • • • • • • • • • • •	. \$120,854 0
Analysis of Gross Earnings and Operat	ing Expense	4.
EARNINGS.		
Freight, all local Miscellaneous	• • • • • • • • • • • • • • • • • • • •	. \$135,416 <b>6</b>
Total gross earnings		. \$139,757 (
OPERATING EXPENSES.	•	
Maintenance of way and structures: Repairs of stations, shops, docks, etc	•••••	. \$7,963 1
Conducting transportation: Wages of station agents and clerks Wages for labor at stations Other expenses for conducting transportation	•••••••	- 93,126 ( 29,346 ( 3,038 (
Total	••••••	. \$35,490
General expenses: Salaries of general officers and clerks Stationery and printing Loss and damage of freight and baggage Other general expenses		. \$3,000 . 206 . 11 . 9,933
Total		\$13,143
Grand total operating expenses		954,585
CHERT SCHOOL CALEBRE OF LONDON	• • • • • • • • • • • • • • • • • • • •	

## CONNECTING TERMINAL.

#### General Balance Sheet September 30, 1889.

Assets.	
Cost of road.       \$12,428 96         Current assets, as follows, viz.:       \$12,428 96         Cash on hand.       \$1,60 32         Due by agents.       \$4,521 85	\$576,139 68
	75,111 12
<u>-</u>	\$651,250 75
Capital stock.  Liabilities.  Funded debt.  Charent liabilities as follows viz	\$20,000 00 500,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued	
	\$651,250 75
Traffic and Mileage Statistics.  ITEM.	
Number of tons of freight carried	259,214 259,214
Description of Road.	
Track. all	illes owned, in N.Y. State.
Main line, single track (in Buffalo)	1
Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet $8\%$ inch with sand and cinders.	es; ballasted
DESCRIPTION OF FREIGHT MOVED.	_
ITEM.	Tonnage.
Flour. Grain. All other merchandise.	50,311 286,417 27,949
Total	864,677
EMPLOYEES.  Average number of persons employed (including officials) during the year.  Aggregate amount of salaries and wages paid them during the year  Officers of the Company.	58 \$82,466 55
Name Title Official	Address.
FRANKLIN J. FIRTH President Philade EDWIN T. EVANS Vice-President Buffalo, JAMES S. SWARTZ Treasurer Philade ANDREW D. HEFBURN Secretary Philade JOHN E. PAYNE Manager Philade H. CHURCHMAN Auditor Philade FRANK HOFFMAN Assistant Auditor. Philade T. M. MOORE Superintendent Buffalo,	phia, Pa. N. Y. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. N. Y.
Directors of the Company.	
Names Reside  James C. Evans Buffalo. George B. Bonell Philade Edwin T. Evans Buffalo. John E. Pavne Philade Andrew D. Hefburn Philade Andrew D. Hefburn Philade Henry P. Linnell Philade Horace Churchman Burling Henry H. Houston Burling Joseph D. Potts Philade Joseph D. Potts Philade Franklin J. Firth Philade Myron H. Olark Lancast Frank Hoffman Philade	N. Y. phia, Pa. N. Y. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa.

#### COOPERSTOWN AND CHARLOTTE VALLEY.

#### LESSEE.

(Date of charter, April 30, 1888.)

For history of organization, see Report of 1888.

#### Capital Stock.

	соммон.		Cash realised
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	150 143	\$15,000 14,300	*\$14,470
Number of stockholders			11
. Cost of	Road		
		Additions or betterments during year ending Sept. 30, 1889.	Total cost up to Sept. 30, 1889.
Grading and masonry. Land damages. Fences. Engineering expenses.		\$16 20 1,286 25 2 70	\$16 2 1,286 2 2 7 27 6
Total		\$1,805 15	\$1,392 7
Income Account for Year E.  Gross earnings from operation Less operating expenses (excluding all taxe  Net earnings from operation Income from rent of farm and cottages	8)	•••••••	\$41,105 T 24,794 2 \$16,311 50
Gross income from all sources	l:	<b>\$94</b> 66	
Surplus for year ending September 30, 18	389	••••••	*\$13,703 9

# EABNINGS.

<b>5. </b> 17.7, 1. 1. <b></b>	* **	 Passenger.	Freight.	Total.	
Freight, all local Passengers, all loca Mail. Express		 . 931 98	\$17,962 66	\$17,962 21,275 931 936	56 28 08 75
Total gross earn	ings	 \$23,143 11	\$17,962 66	\$41,100	77
		·	•		-

<sup>\*\$170</sup> received on account of shares not issued.
† The above surplus for year ending September 30, 1889, belongs to the Coopersto and Susquehanna Valley Railroad Company according to the terms of the lease.

## COOPERSTOWN AND CHARLOTTE VALLEY.

# Analysis of Gross Earnings and Operating Expenses — (Continued), Operating Expenses.

·	Passenger.	Freight	.	Total.	
Maintenance of ways and structures:					
Repairs of track and roadbed	\$5,308 4			\$6,984	
Steel rails laid, 44 tons	902 8	3 285	12	1,188	0
	501 1	7 158	27	659	4
Repairs of stations, shops, docks, etc	165 2		17	217	
Uther expenses for maintenance of wavsi	440 m			***	
and structures	448 3	3 141	DA	589	_
Total	\$7,326 1	\$2,813	51	\$9,639	6
Maintenance of equipment:		- '			-
Repairs of locomotives	\$1,619 1			\$2,130	
Repairs of cars	689 44 288 8		26	907 318	
separts of machinery and tools	200 0		20	910	_
Total	\$2,546 9	\$804	27	\$3,351	1
Conducting transportation: Vages of conductors and men	A1 010 1				
Vages of engineers and firemen	\$1,010 19 1,122 0			\$1,329 1,476	
uel for locomotives	2,245 9			2.955	
il and waste	253 7			833	
Vater supply	78 9		92	103	8
ther train supplies or expenses	174 3		07	229	
vages of station agents and clerks	1,658 00 212 7			2,181	
Vages of station agents and clerkstation suppliesVages of watchmen, flagmen and switch-	212 7	01	18	279	
men	273 6	86	40	. 360	0
Total	\$7,029 5	\$2,219	86	\$9,249	40
General expenses:			_		
alaries of general officers and clerks	\$889 2			\$1,170	
eneral office expenses and supplies	27 0		55	35	
tationery and printingegal expenses	198 57 181 24		10	261 181	
oss and damage of freight	101 2	622	77	622	
elegraph maintenance and operation				183	
ther general expenses	113 5	85	86	149	40
Total	\$1,511 20	\$1,042	79	\$2,554	00
rand total operating expenses	\$18,413 8	\$6,380	43	\$24,794	21

#### General Balance Sheet September 30, 1989.

Assets.		
Cost of road	\$1,332	75
Ourrent assets, as follows, viz.: Cash on hand Due by agents. Open accounts.	18,328 945 • 75,847	08
	\$96,449	10
Liabilities.		
Capital stock	. \$14,470	00
Crarrent habilities, as follows, viz.:		
Open accounts Loans and bills payable Profit and loss (surplus)	2,510	
Loans and bills payable	. 65,765	
Profit and loss (surplus)	13,703	93
	\$96,449	10

Of this amount, \$74,970.45 is owing by the Cooperstown and Susquehanna Valley Railroad Company for bonds of said company maturing April 1, 1889 and redeemed by this company.

#### Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile	21 023
Passenger train mileage	23,684
Total train mileage	

ITEM.	Earnings.	Expenses,	Profit.
Passenger earnings and expenses (including			0.00
mail, express and miscellaneous earnings).	<b>\$23.143 11</b>	\$18,413 83	\$4,729 28
Average per passenger carried	497	395	102
Average per passenger per mile	041	032	009
Average per passenger train per mile Freight earnings and expenses (including	977	777	200
miscellaneous earnings)	17,962 66	6,380 43	11,582 23
Average per ton of freight carried	8544	3034	5510
Average per ton of freight per mile	0585	0208	0377
Average per ton of freight per mile	2 297	864	1 433

#### TEM.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes ......

Average rate received per mile per ton for carrying freight, all classes .....

#### All local. Cents. 3.77 5.85

#### Description of Road and Equipment.

TBACE.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total length all in New York State.
Main line authorized from Cooperstown to Davenport Center, single track	5	19.55	24.55
Main line laid, single track		16.000 2.181	16.000 2:181
Grand total of tracks, sidings and turnouts		18.181	18.181
Laid with steel rail, main line		11.959 3.960 .081	11,959 3,960 ,081

Average life of rails—iron, 14 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 56 lbs., minimum, 53 lbs.; iron, maximum, 59 lbs., minimum, 48 lbs.; gauge of track, 4 feet 8% inches; bal'asted with gravel.

<b>D</b>		ENTIRE LINE IN NEW YORK STATE.		
Bridges,	Number.	Aggregate length.		
Iron bridge	1	Per 96 154 93		
Total	3	34		

## COOPERSTOWN AND CHARLOTTE VALLEY.

#### Description of Road and Equipment — (Continued).

Description of Road a	nd Equipmen	t — (Cor	tinued).		
Equipment.		No. leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers		2	102,050	2	
First-class passenger cars		2 1	38,300 29,900	2 1	2 1
Total		8		8	3
Box freight cars		6 6 45	22,000 16,500 940		
Total		17			
Eames' vacuum air brake and Miller c Patent safety switches are used on all them on old line.  Miscellan	oupler and plati new work; stub leous Statistic	switch	e used on es are bei	ng repl	_
In	EM.			Entire	line in State.
Telegraph owned and operated by the colongth of steel rails laid during the year and crossing road over or under grading the year and the properties of the colong the properties of the colong the properties of the colong	ade tection, feet above track			ntilator	17 1.07 1 11 8 1 by top
DESCRIPTION	OF FREIGHT MO	VED.		т,	nnage.
Flour.  Grain  Grain  Grain  Grain  Grain  Grain  Joseph Communication  Joseph Communica	ved by railroad	compan	ies within	· · · · · · · · · · · · · · · · · · ·	547 2,302 561 103 1,488 179 8,354 398 1,048 526 1,223 2,526 1,868
Total					21,023
	CIDENTS.			***************************************	
Imployees injured	••••••	•••••	· · · · · · · · · · · · · · · · · · ·	•	1
Enterage number of persons employed (i	aployres. neluding officia	ls) duri:	ng year	•	40
	the Company	•			
Name. Title.  D. E. Siver President.  J. K. Learning Vice-Presi F. M. Harris General M EDGAR H. Lake Secretary.  R. W. ROUNDY G. F. A. an GEORGE BROOKS Superintes	dent	Coo	cial Addre perstown perstown perstown	N. Y. N. Y.	

<sup>\*</sup>Two of them owned by company.

Directors of the Company.	Residence.
Datus E. Siver E. M. Harris	Cooperstown, N. Y.
Jno. K. Leabning. George Brooks.	Fly Creek, N. Y.
J. Fred Renstle. Chas. R. Burch	Cooperstown, N. Y. Cooperstown, N. Y.
Paul T. Brady	Cooperstown, N. Y. Cooperstown, N. Y.
GEO. N. BISSELL. GEO. L. GOULD	Milford, N. Y. Cooperstown, N. Y.
Edwin 8. Bundy	Cooperstown, N. Y.
James F. Clark	Cooperstown, N. Y.

Title of company, Cooperstown and Charlotte Valley Railroad Company.
General offices at Cooperstown, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, last Wednesday in February.
For information concerning this report, address Edgar H. Lake, Secretary and Treasurer.

## 

COOPERSTOWN AND SUSQUEHANNA VALLEY.

LESSOB.

LESSEE - COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, July 25, 1865.)

For history of organization, etc., see Reports of 1885 and 1888.

No report received for year ending September 30, 1889.

#### CORNING, COWANESQUE AND ANTRIM.

LESSOR.

LESSEE - FALL BROOK COAL COMPANY.

(Date of charter, January 2, 1878.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

ļ	COMMON.		PREPERED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	30,000	\$1,500,000	10,000	\$500 10
Issued on account of construction Issued for conrolidation Issued for Cowanesque Valley branch	2,000 22,000 6,000	\$100,000 1,100,000 300,000	10,000	\$500.00
Total now outstanding	80,000	\$1,500,000	10,000	860C 00

Grand total of common and preferred stock now outstanding......

\$2,001 000

#### FUNDED DEBT.

	FUNDI	ED I	EBT	•		
		ears		INTEREST.	Amount	Amount
DESIGNATION OF LIEN.	Date.	Term, years	Rate.	When payable.	author- ized.	outstand- ing.
Debenture bonds		15	p.c.	May 1 & Nov. 1	\$1,250,000	\$1,250,000
•	Cost			-	upto	cost of road ept. 30, 1889.
Total cost of road	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • •	, <b></b>	• • • • • • • • • • • • • • • • • • • •	\$3,250,000
Income Accou Net income from all sources, Payments from net income, a Dividends declared, 12 per ce Dividends declared, 6 per cen	rentals follows, viz.:	oref		d stock	960.000	150,00⊕
Dividends declared, o per cen	T OH #1,000,000	СОП	шо			150,000
Other permanent investments Real estate, special	Ілаві	LITI	E8.			17,904 70 \$3,267,904 70 \$2,000,000 00
Funded debt Open accounts	*************		• • • • •	······ ·······························	·······-	1,250,000 00- 17,904 70-
		_	_		200-0	3,267,904 70
	Officers of t	he	Com	pany.		
Name. GEORGE J. MAGRE DANIEL BEACH GEORGE K. BROWN ANTON HARDT L. B. ROBINSON	Titi Preside Vice-P Genera Chief I		ient peri neer	and Treasure ntendent	Officia Cornii Cornii Cornii Cornii	l Address. ng, N. Y. ng, N. Y. ng, N. Y. ng, N. Y. ng, N. Y. ng, N. Y.
Name.	Directors of	the	Cor	mpany.	Donta	
George J. Magee. Daniel Beach. John Lang. Daniel C. Howell. A, L. Edwards. Henry Sherwood John Magee.					Resid	ns, N. Y. ns, N. Y. ns, N. Y. ns, N. Y. ork city. oro, Ps.

Title of company, Corning, Cowanesque and Antrim Railway Company. General offices at Corning, N. Y.
Date of close of fiscal year, November 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address Daniel Beach, Treasurer.

## CORNING, COWANESQUE AND ANTRIM

#### LESSEE.

Locomotives.  Passenger cars  Mail, baggage and express cars  Freight and other cars			\$410,255 11 87,626 00 15,900 00 977,627 45
Total cost of equipment	******************		\$1,491,407 56
Income Account for Year I	Ending Septe	, mber 30, 1889.	•
Gross earnings from operation	98)	••••••	\$667,868 24 502,667 53
Gross income from all sources			\$165,210 73
Deductions from income, as follows, viz.: Bentals Taxes on property used in operation of r capital stock, and all other taxes	oad, earnings	\$150,000 00 and 11,501 42	
			161,501 43
Surplus for year ending September 30, 18	189		\$3,709 \$
EARN	Passengers.	Freight.	Total.
Freight, through	,		esoo 100 M
Passengers, through	866.824 74	\$590,125 21	\$590,126 21
Mail       Express         Extra baggage carried       \$362 25         Union News Co       108 32         Morris Run mails       85 44	6,989 00 .8,012 24		66,824 76 6,989 00 3,012 20
Switching account	556 01	861 04	· 556 09 361 0
Total gross earnings		\$590,486 25	9667,868 3
OPERATING		<u>'</u>	
Maintenance of way and structures: Repairs of track and roadbed Steel rails laid, 285 tons. Repairs of bridges (including culverts and	2.812 22	\$117,081 13 7,164 62	\$129,010 2 9,476 B
cattle guards)	2,916 90 917 60	9,140 19 2,799 87	12,057 9 3,717 4
Denotes of forese	747 21	2,279 68	3,036 S
cattle guards) Repairs of stations and shops Repairs of fences Other expenses for maintenance of way and structures	256 18	,	4,110
Other expenses for maintenance of way and structures.  Total	206 18	\$139,326 14	\$158,405
**Total	\$19,079 22	1	
**Structures.	\$19,079 22 \$4,126 19	\$139,326 14 \$33,716 85 21,725 71 2,494 73	\$158,405 \$ \$37,843 6 24,890 9 2,760 2

<sup>\*</sup>This equipment is used in operating the Pine Creek Railway, the Corning, Cowanesque and Antrim Railway, and the Syracuse. Geneva and Corning Railway.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	, Total.	,
Conducting transportation:				
Wages of conductors and men	\$6,126 40		\$45,290	
Wages of engineers and firemen	5,940 12		45.621	
Fuel for locomotives	3,916 33		86,976	
Oil and waste	496 17		4,069	
Water supply	201 05		1,801	
Other train supplies or expenses	307 11		2,001	
Wages of station agents and clerks	2,721 89	13,686 02	16,407	
Wages for labor at stations			8,161	
Station supplies	211 90	1,711 19	1,928	09
men	698·01	5,891 97	6,089	98
tion	71 78	1,209 39	1,281	17
Total	\$20,690 76	\$148,988 10	\$169,623	86
• (1 mm m m m m m m m m m m m m m m m m m				
General expenses: Salaries of general officers and clerks	23,105 61	1 820,505 79 1	223,611	46
General office expenses and supplies	123 04		1,677	
Stationery and printing	587 80		2,516	
Outside agencies and advertising	169 25		426	
Legal expenses	188 41		2,663	
Loss and damage of freight and baggage	16 87		883	
Damage to cattle and property	100 08	555 17	655	25
Injuries to persons	174 78	278 19	447	97
Telegraph maintenance and operation	. 625 54	4,082 83	4,708	87
Mileage of cars of other companies (debit			#4 AAA	0.0
balance) Other general expenses	6,809 19 346 02		71, <b>22</b> 0 972	
Total			\$109,134	
Grand total operating expenses	\$59,022 48		\$502,657	

#### Trame and Mileage Statistics.

· ITEM.	Through.	Local.	Total.
Number of passengers carried	20,149 500,885 2,542,311 84,744,099	163,999 1,849,219 171,910 3,492,036	184,148 2,349,604 2,714,221 88,236,135
Passenger train mileage			105,578 <sup>-</sup> 344,912 <sup>-</sup>
Total train mileage			450,485

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	\$77,881 99 4202 0929 7829	\$59,022 48 \$205 0251 5590 448,685 04 1634 005028 1 286	\$18,359 51 0997 0078 1739 146,851 21 001664 426

## Traffic and Mileage Statistics - (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes.  Average rate received per mile per ton for carry-	Cents.	Cents.	Cents. 2.84
ing freight, all classes	.61	1.98	.669

#### Description of Road and Equipment.

	MILES LEASED.		
TRACK.	Length in N. Y. State.	Entire length.	
Main line, from Corning, N. Y., to Antrim, Pa., single track. Total of branches	15.64	53.00 39.14	
Total single track	15.64	92.14	
Sidings and turnouts on main line	16.85	31.97 7.70	
Total sidings and turnouts	16,85	39.67	
Grand total of tracks, sidings and turnouts	32.49	131,81	
Laid with steel rail, main line Laid with steel rail, branches or other roads. Laid with iron rail, branches	15.64	53,00 23,60 15,54	

Average life of rails—steel, 12 years; iron, 6 years; average life of oak ties, 7 years; weight of rails per yard—steel, maximum, 76 lbs., minimum, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length.
Cowanesque Valley	Lawrenceville, Pa	Harrison Valley, Pa	31,94
	Blossburg, Pa	Fall Brook, Pa	7,20

	IN NEW YORK STATE.		ENTIRE LINE.	
BRIDGES.	Number.	Aggregate length.	Number.	Aggregat length.
Iron bridges	3 14	Feet, 72 160	41 103 14	Fee 86 3,47 1,16
Total	17	232	158	6,5

## CORNING, COWANESQUE AND ANTRIM.

#### Description of Road and Equipment - (Continued).

Equipment.	No. leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	· 17 29 13	167,300 148,500 128,500	17 21 18	
Total	59		51	
First-class passenger cars Second-class passenger cars Baggage, mail and express cars	16 8 8		16 5 8	16 5 8
Total	82		29	29
Box freight cars. Stock freight cars. Coal freight cars. Flat freight cars. Caboose, 4-wheel cars. Caboose, 8-wheel car. Service cars.	25 2,102 22			25 500
Total	2,450			525

Westinghouse automatic brake, and Miller platform and coupler are used on passenger cars, and ordinary hand-brake on coal cars.

Lorenz improved switch is used on road.

#### Miscellaneous Statistics.

. ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	1 10	58 2 121 1 1 5

Passenger cars are heated with Martin's anti-fire car-heater, lighted by lamps, using head-light oil, and are ventilated by lattice ventilators in the roof.

American Express Company runs over this line; pays first-class rates; cars furnished them and same kept in repair.

The Bed line, the White line, the Blue line, the Nickel-Plate line, the Merchants' Despatch, the Interstate Despatch and the Erie Despatch lines all run on same terms, and receive for freight a prorate of a fixed through rate. Each line furnishes its own cars, and receives for use of same regular mileage rates; no preference given.

Compensation for transporting mail fixed by United States from July 1, 1889, to July 1, 1893; For main line, \$3,388.13; Cowanesque Valley branch, \$2,451.49; Fall Brook branch, \$3,181.51.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Pour		3
Grain Leats and provisions	118,164 2,684 5.615	4
ive stock. cumber fig and bar iron and steel.	183.792	7 8
ron and other ores	105,167	4

## Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent
Coal and coke	9.605	
Shipments of manufactured goods received by railroad compa- nies within this State from manufactories within this State All other manufactures	80,686 25,731	3
All other merchandise. All other agricultural products All other articles not included above.	199.691	1
All other articles not included above	9,944	•••••
Total	2,714,221	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger Employés. Others	29	i	1 30 3
Total	80	3	3

#### EMPLOYEES.

Average number of negging employed (including efficials) during the week	<b>147</b>
Average number of persons employed (including omelais) during the year.	:
Average number of persons employed (including officials) during the year.  Aggregate amount of salaries and wages paid them during the year	2286,973 16
TEXTOS ON COMPANY OF PRINCIPLE OF PRINCIPLE COMPANY OF THE PRINCIPLE CO	

#### Officers of the Fall Brook Coal Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE	Title President	Corning, N. Y.
	. First Vice-President and Treasurer	
DANIEL BEACH	Second Vice-President and Counsel	Corning, N. Y.
JOHN H. LANG	. Secretary	Corning, N. Y.
G. R. Brown	. Superintendent	Corning, N. Y.
R. H. CANFIELD	Assistant Superintendent	Corning, N. Y
E. F. Kershner	. Traffic Manager	Corning, N. Y.
WILLIAM NICHOLSON	Auditor	Corning, N. Y.
J. B. TERBELL	. Car Accountant	Corning, N. 1
ANTON HART	Chief Engineer	Corning, N. Y.

Title of lessee Company, Fall Brook Coal Company. General offices at Corning, N. Y. For information concerning this report, address John Lang, Treasurer.

#### DELAWARE, LACKAWANNA AND WESTERN.

#### LESSEE.

For names of roads in New York State operated by this company, see branches or other roads," post.	"Details of
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$7,381,092 (% 3,672,264 (0)
Gross income from all sources	\$3,658,827 18
Deductions from income, as follows, viz.:         \$2,030,996 00           Rentals	2,199,710 53
	2,199,110
Surplus for year ending September 30, 1889, assumed by lessee	\$1,459,116

Valley Railroad:	
Twelve months' interest on \$750,000 stock at five per cent	\$37,500 00 20,000 00
New York, Lackawanna and Western Railway:	
Twelve months' interest on \$10,0°0,000 stock at five per cent	500,000 00 720,000 00 250,000 00
Cayuga and Susquehanna Railroad:	
Twelve months' rental, paid lessor directly	54,600 00
Greene Railroad:	
Twelve months' interest on \$200,000 stock at six per cent	12,000 00 14,000 00'
Ulica, Chenango and Susquehanna Valley Railway:	
Twelve months' interest on \$4,000,000 stock at six per cent	240,000 00
Oswego and Syracuse Railroad:	
Twelve months' interest on \$1,820,400 stock at nine per cent	118,836 00 30,660 00 33,400 00
Total amount of rentals deducted from income	\$2,030,996 00

#### Analysis of Gross Earnings and Operating Expenses.

Passenger.

Freight.

#### EARNINGS.

		-	1	-	·
Freight, through	_				
	,		86,427,449	KΛ	\$6,427,449
Passengers, through       \$276,469 58         Passengers, local       439,642 59		• • •	<b>4</b> 0,221,220	50	<b>4</b> 0,121,110
	\$716,112	17			716,112 1
Mail	18 877				18,677 1
Express	147,447				147,447 4
MODER	4,569	93	10,663	17	1
Telegraph 960 44	288	13	672		
Telegraph         960 44           Storage         5.212 33	145	90	5,066	43	21,405 8
Total grossearnings	\$887,240	67	\$6,443,851	41	\$7,331,092
Maintenance of way and structures:  Repairs of track.  Steel rails laid, 873 tons  Repairs of roadbed.  Bepairs of bridges (including culverts and cattle-guards).  Repairs of stations, shops, docks, etc.  Bepairs of fences.  Other expenses for maintenance of way and structures.	6,745 110,666 23,828 20,895 6,409	53 64 72 84	\$157,086 15,739 258,222 55,600 62,450 14,955	58 16 35 47	22,485 1 368,888 8 79,429 0 83,345 8 21,364 8
Total		49	\$564,140	83	\$800,046 3
Maintenance of equipment:					!
Repairs of locomotives	\$39,497	97	\$147,556	42	\$187,054 8
Medairs of Cars .	07 074		247.960		335,634 6
Other expenses for maintenance of equin-	8,484		19,797		28,282 6
ment	2,136	23	4,984	<b>5</b> 3	7,120 7
Total		03	\$420,299	40	\$558,092 4
07					1

## REPORT OF THE RAILBOAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

•	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	\$55,692 58	\$218,506 04	\$274,198 62
Wages of engineers and firemen	61,812 97	243,934 59	306,747 56
Fuel for locomotives	109,534 70	382,311 15	491,845 85
<u>Oi</u> l and waste	4,439 09	16,003 91	20,443 00
Water supply	4,924 94		16,416 4
Other train supplies or expenses	28,095 17	63,590 09	91,685 26
labor at stations	136.094 07	317.552 83	453.646 90
Station supplies	4,246 48	9,908 47	14,154 95
Wages of watchmen, flagmen and switchmen Other expenses for conducting transporta-	38,452 21	89,721 83	128,174 04
tion	7,112 54	16,595 95	23,708 49
Total	\$450,404 75	\$1,369,616 40	\$1,820,021 15
General expenses:			
Salaries of general officers and clerks	\$22,511 57	\$52,527 01	\$75,038 58
General office expenses and supplies	2,261 29	5,276 34	7,537 63
Stationery and printing	4,360 42	10,174 33	14,534 73
Outside agencies and advertising	20,033 48	46,744 80	66,778 25
Loss and damage of freight and baggage.	6,594 67	15,387 56	21,982 2
and damage to cattle and property	4.145 98	9,673 96	13.819 94
Injuries to persons	1,783 57	4,161 69	5,945 26
Telegraph maintenance and operation	12,255 51	28,596 20	40.851 71
Mileage of cars of other companies (debit	12,200 01		
balance)		155.594 07	155.594 07
Other general expenses	27,606 76	64,415 79	92,022 5
Total	\$101,553 25	\$392,551 75	<b>\$494</b> ,106 00
Grand total operating expenses	\$925,656 52	\$2,746,608 38	\$3,672,264 90

## Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	5.147.887	920,045 19,959,259 474,745 38,405,324	1,084 394 37,964 663 5,622,632 790,045,759
Paesenger train mileage. Freight train mileage. All other train mileage.			1,233,139 2,991,352 1,672,561
Total train mileage			5,897,052

ITBM.	Earnings.	Expenses.	Loss.	
Passenger earnings and expenses (including mail, express and iniscellaneous earnings) Average per passenger carried. Average per passenger per mile.  Everage per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	\$887,240 67 8181 0233 72 6,443,851 41 1 14 00615	\$925,656 52 8586 0243 75 2,746,608 38 49 00347 92	\$38,415 85 6355 6016 63 Profit 3,697,243 03 657 6048 1 23	

### Traffic and Mileage Statistics - (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first-class	Cents.	Cents.	Cents.
sengers, first-class Average rate received per mile for carrying pas- sengers, second-class Average rate received per mile for carrying pas-	2	2	2
sengers, all classes	1 535 1	2.202	1.886
Average rate received per mile per ton for carrying freight, all classes	0.799	1.087	0.813

#### \*Description of Road.

Average life of rails—steel, 12 years, iron, 6 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 67 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

—,· <del>-</del>						
NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Miles of double track.	Miles laid with steel rail
Valley R. R. New York, Lackawanna & West, Ry. Buff, eity lines and Owego branch Cayuga and Susquehanna R. R. Greene R. R. Utaca, Chen, and Susq. Valley Ry. Richfield Springs branch. Oswego and Syracuse R. R.	Susquehanna river Chenango Forks Greene	BuffaloIthaca Greene Utica	11 64 200.58 7.21 34.41 8.10 75.66 21.75 34.98	11.64 206.99 7.21 34.40 8.10 27.66 21.75 34.98	11.64 200.58 5.97  218.19	23.28 401.16 13.18 34.41 8.10 75.66 21.75 34.98
	' · · · · · · · · ·		' '	•		

#### Miscellaneous Statistics.

Miscellaneous Statistics.

The United States Express Company runs over lines of this company, paying about \$12,000 per month, and Produce Despatch Company also runs over same, paying about \$15,000 per annum.

Sieeping, parlor and hotel cars are owned jointly by this company and Pullman's Palace Car Company, under agreement dividing net earnings equality; rates are made by said car company.

The Lackawanna line, the Great Eastern line, the Lackawanna Live Stock Express Company, the New York Despatch Refrigerator Company, the American Refrigerator Transit Company, pro rate use of track, etc., same conditions as with all other cars. With Lackawanna and Great Eastern lines both cars of this company and said lines are used; the three other lines supply all the cars; all are paid for on a mileage basis. Said cars and freight are moved in same trains with other through freight.

The United States Government has paid for transportation of mails, from July 1, 1889, about \$21,000 per annum per allotment.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent,
	-	
Plour	233,162	4.15
Grain	282 657	5.02
Meats and provisions	243,529	4.33
Live stock	157.983	2.31
Lambar	261 450	6.43
Pig and bar iron and steel	77.483	1.88
Iron or other ores	57,359	1.02
Coal and coke	3,200,080	56.91
Petroleum and other oils	8,925	0.16
Shipments of manufactured goods received by railroad compa-		
nies within this State from manufactories within this State	174.512	8.10
All other manufactures	122,797	2.18

<sup>\*</sup>For details of length of road, etc., see the reports of the several lessor companies.

## Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent.
All other merchandise. All other agricultural products. All other articles not included above.  Total	300,191 157,496	4.36 5.34 2.81

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger Employees Others A	1 16 13	13 10	1 99 95
Total	30	23	53

#### EMPLOYEES.

Title of lessee company, The Delaware, Lackawanna and Western Railroad Company. For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

## DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH.

(Date of charter, December 31, 1872.)

For history of organization, etc., see Reports of 1885 and 1887.

#### Capital Stock and Funded Debt,

#### CAPITAL STOCK.

				- 1			
				1		COM:	MON.
					No. of	shares.	Par value.
Authorized by law struction and no	v or charter, iss w outstanding.	ued on acc	count of c	on-		13,000	\$1,300,000

#### FUNDED DEBT.

		years.		INTEREST.		_	Cash real-
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	ized on amount outstand- ing.
First mortgage			p.c.				
bonds, gold	1870	30	7	June & Dec.	\$2,000,000	\$2,000,000	\$2,000,000
Second mortgage bonds, currency.	1872	28	7	April & Oct.	1,000,000	700,000	700,000
Third mortgage	1012	20	' '	April & Oct.	1,000,000	100,000	100,000
bonds, currency.	1872	28	7	April & Oct.	200,000	200,000	200,000
Total	•••••				\$3,200,000	\$2,900,000	\$2,900,000

\$96,617 77

Cost of Road and Equipment.	
Total cost of road up to September 30, 1889	\$4,258,150 07 262,725 00
*Grand total cost of road and equipment	\$4,520,875 07
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$222,391 81 201,288 94
Gross income from all sources	\$21,102 37
Deductions from income, as follows, viz.:  IInterest on funded debt due and accrued.  Taxes on property used in operation of road.  Taxes on earnings and capital stock	10,094 27
Surplus for year ending September 30, 1889	\$11,008 10
General Income Account.	
Surplus for year ending September 30, 1889	\$11,008 10 75,791 70 1,175 00 8,642 97

## Analysis of Gross Earnings and Operating Expenses. EARNINGS.

Total surplus September 30, 1889.....

The state of the s	Passenge	r.	Freight	.	Total.
Freight, through					
Passengers, through	•••••	••	\$138,135	53	\$138,135 53
Mail Express Union News Agency	\$75,232 6,575 2,323 125	16 50			75,232 12 6,575 16 2,323 50 125 00
Total gross earnings	\$84,255	78	\$138,135	<b>5</b> 3	\$222,391 81
Maintenance of way and structures: Repairs of track. Steel rails laid, 315 gross tons, cost \$29.29 per ton. Repairs of roadbed Repairs of bridges (including culverts and cattle-guards). Repairs of stations, shops, docks, etc. Repairs of ences Other expenses for maintenance of way and structures.	\$25,446 2,851 1,065 3,727 1,492 752 400	66 25 30 71 58	2,851 1,065 3,727 1,492	66 26 30 71 58	\$50,892 29 5,703 32 2,130 51 7,454 60 2,985 42 1,505 16 801 65
Total	\$35,736	46	\$35,786	49	\$71,472 95
Maintenance of equipment: Repairs of locomotives	\$1,621 3,839 177 640	79 <b>3</b> 2	5,198	99 83	\$4,348 48 9,038 78 354 65 1,281 05
Total	\$6,279	55	\$8,743	41	\$15,022 96

This company was formed by the consolidation of the Dunkirk, Warren and Pittsburgh and Warren and Venango Railway Companies. These companies kept no account of the distribution of their construction expenditures and this company is unable to give it.

† The road of this company is leased to the New York Central and Hudson River Railroad Company. The interest on the company's funded debt, was paid by lessee as rent, under its lease.

## Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger	. Freigl	nt.	Total.
Conducting transportation:				
Wages of conductors and men	\$7,430	814,5	11 01 :	\$21,941"6
Wages of engineers and firemen	8,365 (	M 12.7	05.00	21,070 00
Fuel for locomotives	4,818 3	5 9,4	18 45	14,236 8
Water apply	328 7	6 6	12 32	971 0
Oil and waste Water supply. Uther train supplies or expenses. Wages of station agents and clerks.	1,403 4	10   1,50	03 45	2,806 9 169 2
Wages of station agents and clerks	63 9 4,416 8	4 9.4	06 00 00 19	13,816 5
WAR 08 TO LIPOOL BE REMINOUR	1,186	14 ! 8.0	3786	4,223 9
Station supplies Wages of watchmen, flagmen and switchmen	227 8	13   21	27 54	456 0
Wages of watchmen, flagmen and switchmen	2,312 8	2,3	12 52 ,	4,625 0
Jtner expenses for conducting transporta-				F00 00
tion	361 9	72 30	81 93	723 8
Total	\$30,913 8	2 \$5±,1	2 <b>6 2</b> 7 ,	\$85,040 0
General expenses :		'		
alaries of general officers and clerks	\$4,833	0 \$6,0	33 50	\$10,867 0
deneral office expenses and supplies!	74 8 341 2	8	74 89 11 94	1,183 1
Stationery and printing	64 6	10	20 18	144 7
Legal expenses	751 2	5 7	30 18 51 26 36 35	1,502 5
Loss and damage of freight and baggage	751 2 13 0	õ i	36 35	149 %
Damage to cattle and property'	12 0	0 3	10 00 i	322 0
injuries to persons		. 1	2 50	172 5
lileage of cars of other companies (debit	2,826 8		26 88	5,653 7
balance) Other general expenses	164 4 513 9		15 71 13 96	8,580 1 1,027 9
Total	\$9,595 7	7 \$20,10	57 17	\$29,752 9
Grand total operating expenses	\$82,525 6	0 \$118,70	10.04	\$201,288 \$
General Balance Shee Assu Cost of road	t Septemb	or 30, 1889.		\$4,258,150 0 262,725 0
General Balance Shee Assu Cost of road	t Septemb	or 30, 1889.		\$4,258,150 0
General Balance Shee Assu Cost of road	t Septemb	or 30, 1889.		\$4,258,150 0
General Balance Shee Assu Cost of road	t Septemb	or 30, 1889.		94,258,150 0 262,725 0
General Balance Shee  Cost of road	t Septemb	\$18. \$18. 1. 1.	128 19 200 18 225 61 030 98	94,258,150 0 262,725 0
General Balance Shee  Assa Cost of road Cost of equipment Ourrent assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies  Liabili Capital stock Funded debt	t Septemb	\$18, 1,	128 19 200 18 225 61 030 98	94,258,150 0 262,725 0
General Balance Shee  Assa Cost of road Cost of equipment Ourrent assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies  Liabili Capital stock Funded debt	t Septemb	\$18, 1,	128 19 200 18 225 61 030 98	\$4,258,150 0 262,725 0 . 23,584 9 \$4,544,460 0
General Balance Shee  Cost of road  Cost of equipment  Current assets, as follows, viz.:  Cash on hand  Due by agents  Den secounts  Materials and supplies  Capital stock  Current liabilities, as follows, viz.:  Audited vouchers and pay-rolls  Due New York Central and Hudson River R.	t Septemberrs.	\$18, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	128 19 200 18 225 61 030 98	\$4,258,150 0 262,725 0 . 23,584 9 \$4,544,460 0 \$1,300,000 6 2,900,000 0
General Balance Shee  Cost of road	t Septemberrs.	\$18, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	128 19 200 18 225 61 030 98	\$4,258,150 0 262,725 0 . 23,584 9 \$4,544,460 0 \$1,300,000 0 247,842 9 96,617 7
General Balance Shee  Assa Cost of road Cost of equipment  Ourrent assets, as follows, viz.: Cash on hand Due by agents Open socounts Materials and supplies  Liabilit Capital stock Current liabilities, as follows, viz.: Audited vouchers and pay-rolls Due New York Central and Hudson River R.	t Septemberrs.	\$18,	128 19 200 18 225 61 030 98	\$4,258,150 0 262,725 0 . 23,584 9 \$4,544,460 0 \$1,300,000 6 2,900,000 0
General Balance Shee Assa Cost of road Cost of equipment Corrent assets, as follows, viz.: Cash on hand Due by agents Den accounts Materials and supplies  Liability Capital stock Current liabilities, as follows, viz.: Andited vouchers and pay-rolls Due New York Central and Hudson River R. Profit and loss (surplus).  Traffic and Mi	t Septemberrs.	\$18,	128 19 200 18 225 61 090 98	\$4,258,150 0 262,725 0 262,725 0 . 23,584 9 \$4,544,460 0 \$1,300,000 6 2,900,000 0 247,842 9 96,617 7
General Balance Shee Assa Cost of road Cost of equipment Current assets, as follows, viz. Cash on hand Due by agents Open accounts Materials and supplies  Liabilities, as follows, viz. Audited vouchers and pay-rolls Due New York Central and Hudson River R. Profit and loss (surplus)	t Septemberrs.	\$18,	128 19 200 18 225 61 090 98	\$4,258,150 0 262,725 0 . 23,584 9 \$4,544,460 0 \$1,300,000 0 247,842 9 96,617 7
General Balance Shee Assa Cost of road Cost of equipment Ourrent assets, as follows, viz.: Cash on hand Due by agents Open socounts Materials and supplies  Liabilities, as follows, viz.: Audited vouchers and pay-rolls Due New York Central and Hudson River R. Profit and loss (surplus)  Traffic and Mi	t Septembers.  R. Co., lesse Through.	\$18,	128 19 200 18 8225 61 030 98	\$4,258,150 8 262,725 0  23,584 9  \$4,544,460 0  \$1,300,000 0  247,862 3 96,617 7  \$4,544,460 0
General Balance Shee Assa Cost of road Cost of equipment Ourrent assets, as follows, viz.: Cash on hand Due by agents Open socounts Materials and supplies  Liabilities, as follows, viz.: Audited vouchers and pay-rolls Due New York Central and Hudson River R. Profit and loss (surplus)  Traffic and Mi	t Septemberts.  R. Co., lesse theage State Through.	\$18,	128 19 200 18 225 61 030 98 060 89 791 37	\$4,258,150 8 262,725 0  23,584 9  \$4,544,460 0  \$1,300,000 0  247,862 3 96,617 7  \$4,544,460 0
General Balance Shee Assa Cost of road Cost of equipment Current assets, as follows, viz.: ash on hand Due by agents Open accounts Materials and supplies  Liabilities, as follows, viz.: andited vouchers and pay-rolls. Due New York Central and Hudson River R. Profit and loss (surplus).  Traffic and Mi  ITEM.  Number of passenger carried one mile. Number of tons of freight carried one mile.	t Septembers.  R. Co., lesse Through.	\$18, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	128 19 200 18 8225 61 030 98	\$4,258,150 0 262,725 0 23,584 9 \$4,544,460 0 \$1,300,000 6 2,900,000 0 247,842 9 96,617 7 \$4,544,460 0
General Balance Shee  Assa Cost of road  Owrent assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies  Liabilities, as follows, viz.: Andited vouchers and pay-rolls. Due New York Central and Hudson River R. Profit and loss (surplus).  Traffic and Mi  ITEM.  Number of passenger carried one mile. Number of tons of freight carried. Number of tons of freight carried one mile.	t Septembers.  ITIES.  R. Co., lesse Through.  10,55 351,37 137,60 7,469,95	\$18,	128 19 200 18 2225 61 030 98 060 89 791 37	\$4,258,150 8 262,725 0  23,584 9  \$4,544,460 0  \$1,300,000 0  247,862 3 96,617 7  \$4,544,460 0  Total.  153,71 2,816,51 191,7 9,064,10
General Balance Shee  Assa Cost of road	t Septembers.  ITIES.  R. Co., lesse Through.  10,55 351,37 137,60 7,469,95	\$18,	128 19 200 18 225 61 030 98 060 89 791 37	\$4,258,150 0 262,725 0 262,725 0 23,584 9 \$4,544,460 0 \$1,300,000 0 247,842 2 96,617 7 \$4,544,460 0  Total.  153,77 2,816,54 191,77 9,064,10
General Balance Shee  Assa Cost of road	t Septembers.  ITIES.  R. Co., lesse Through.  10,55 351,37 137,60 7,469,95	\$18,	128 19 200 18 225 61 030 98 060 89 791 37	\$4,258,150 0 262,725 0 262,725 0 23,584 9 \$4,544,460 0 \$1,300,000 0 247,862 9 96,617 7 \$4,544,460 0 Total.  153,77 2,816,52 191,7 9,064,10
General Balance Shee  Assa Cost of road	t Septembers.  ITIES.  R. Co., lesse Through.  10,55 351,37 137,60 7,469,95	\$18,	128 19 200 18 225 61 030 98 060 89 791 37	\$4,258,150 0 262,725 0 262,725 0 23,584 9 \$4,544,460 0 \$1,300,000 0 247,842 2 96,617 7 \$4,544,460 0  Total.  153,77 2,816,54 191,77 9,064,10
General Balance Shee  Assa Cost of road Cost of equipment Ourrent assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies  Liabilit Capital stock Funded debt Current liabilities, as follows, viz.: Audited vouchers and pay-rolls Due New York Central and Hudson River R. Profit and loss (surplus).	t Septembers.  ITIES.  R. Co., lesses  Through.  10,55 851,37 137,80 7,469,96	\$18,	128 19 200 18 225 61 030 98 060 89 791 37	\$4,258,150 0 262,725 0 262,725 0 23,584 9 \$4,544,460 0 \$1,300,000 0 247,862 9 96,617 7 \$4,544,460 0  Total.  153,77 2,816,52 191,7 9,064,10

## Traffic and Mileage Statistics - (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried	\$84,255 78	\$82,525 60	\$1,730 18
	55	54	01
	030	029	001
	687	672	015
miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	138,185 58	118,763 34	19,372 19
	72	62	10
	0152	0131	0021
	1 118	961	157

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 2.8	Cents. 2.6 2.7	Cents. 2.7 1.52

#### Description of Road and Equipment.

MILES	MILES OWNED.			
In N. Y. State.	Entire length.			
42.8	106.5			
42.8 8.8	90.6 14.9			
51.1	105.5			
41.7 9.4	86.7 18.8			
	In N. Y. State.  42.3  42.3  8.8  51.1			

Average life of rails—steel, 15 years, iron, 9 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 60 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

	IN NEW Y	ORK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Stone bridge	1 7 8 4	Feet. 8 672 851 320	1 11 16 8	Feet. 8 958 1,350 3,089	
Total	15	1,351	86	5,405	

#### Description of Road and Equipment - (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with putent couplers.
Locomotive, 6-driversLocomotives, 4-drivers	1 11	\$14,000 12,000	120,000 104,366	15 15		4
Total	12				4	4
First-class passenger cars	6 4 2	\$6,500 4,500 8,000	41,000 39,000 32,000	15 15 15	6 4 2	4 2
Total	12		•••••		12	19
Box freight cars Coal freight cars Flat freight cars Service freight car	33 *14 55 1	\$550 500 400 2,000	18,000 18,000 14,000 38,000		:::::i	·····i
Total	103				1	1

Westinghouse brake and Miller platform and coupler in use on passenger cars; chain and wheel brake, link and pin coupler in use on freight cars.

Stub switches in use on road, but safety split switches are put in for all renewals.

#### Miscellaneous Statistics.

ITEM.	In N.Y. State.	Entire line.
Telegraph owned and operated by company. Cost of real estate now held by company, exclusive of that used in operation	\$462.070 .2	90.6 \$90,000 482,070 3.3
Railroad crossing road over grade Railroad crossing road over grade Highway crossings at grade without protection Highway crossing over or under grade Overhead obstructions less than 20 feet above track.	30	1 64 3 1

Passenger cars are heated by Martin's anti-fire car heater, lighted with candles and

Passenger cars are heated by Martin's anti-fire car heater, lighted with candles and ventilated with slat ventilators.

American Express Company runs over this line, paying one and one-half times first-class freight rates, and special rates according to distance.

Red Line Transit Company and Merchants' Despatch Transportation Company make through rates, allowing this company a percentage of such rates. No preference is given in speed or order of transportation.

One mail each way daily, this company receiving \$7,569.93 per annum for such transportation.

portation. DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Percent
Flour Grain Meats and provisions Live stock Lumber	14,094 4,008 1,498 78,588	2 7 2 1 41
Pig and bar iron and steel. Iron or other ores Conl and coke. Petroleum and other oils	120 14.906	 8 20

<sup>\*</sup>Leased. † Road and equipment not assessed in Pennsylvania.

Miscella	neous Statistics — (Continued)		
ITE	M.	Tonnage.	Per cent.
panies within this State from a	ods received by railroad com- nanufactories within this State.	4,500 5,000 7,956 2,000 11,721	3
Total		191,778	
Employees injured Others, not passengers, injured	Number of Accidents.		
Total	• • • • • • • • • • • • • • • • • • • •		7
	Employees.	-	
Average number of persons emp Aggregate amount of salaries a	loyed (including officials) during nd wages paid them	the year,	250 \$137,862 18
	Meers of the Company.		
Name.	Title.	Official 2	1ddress.
EDWIN D. WORCESTER. DWIGHT W. PARDEE. CHARLES G. THAYER. DARWIN THAYER. OSCAR W. JOHNSON	Title. President	New Yo New Yo Dunkir Dunkir Fredon	ork city. ork city. ·k, N. Y. ·k, N. Y. ia, N. Y.
	rectors of the Company.		
Name.	_ ,	Resid	
CORNELIUS VANDERBILT. WILLIAM K. VANDERBILT. PREDERICK W. VANDERBILT. SAMUEL F. BABGER. CHARLES C. CLARKE CHAUNCEY M. DEPEW. HORACE J. HAYDEN. DWIGHT W. PARDEE DABWIN THAYER. OSCAB W. JOHNSON. RASSELAS BROWN (ODE VECENCY)		New You New You New You New You New You New You New You Brookly Fredon Fredon Warren	ork city. ork ci
Title of company, Dunkirk, Al General offices at Dunkirk, N. Date of close of fiscal year, Sep Date of stockholders' annual	legheny Valley and Pittsburgh F Y. ptember 30. neeting, April 15. als report, address C. G. Thayer,		pany.

## ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

For history of organization, etc., see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	MON.
·	No. of shares.	Par value.
Authorized by law or charter, issued for purchase price and now outstanding	20,000	\$2,000,000
The state of the s		

#### FUNDED DEBT.

The first and the second secon							
Designation of		years.		INTEREST.	Amount	Amount	Cash realized
Lien.	Date.	Term,	Rate.	When payable.	author- ized.	outstand- ing.	on amount outstand- ing.
First pref'd mort- gage bonds. First mort bonds. Twenty years de- bentures	Apr. 1, 1884 Apr. 1, 1884 Apr. 2, 1888	30 30 20	p.c. 6 14 6	Apr. 1, Oct. 1 Apr. 1, Oct. 1 Apr. 1, Oct. 1		*8750,000 00 *1,250,000 00 448,689 36	
Total		••••				\$2,448,689 36	\$448,000 %

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1888.
Bridges Superstructure (including ties). Rails Land and land damages Passenger and freight stations Engine and car houses Shops, machinery and tools. Fuel and water stations Total cost of road	858 72 298 20 1,632 96 2,170 70 1,290 78	\$59 65 15,983 69 8,928 14 36,104 85 20,485 73 9,461 42 14,898 39 4,356 27
EQUIPMENT.  Locomotives Passenger cars Mail, baggage and express cars. Freight and other cars.  Total cost of equipment. Cost of road and equipment at date of purchase.  Grand total cost of road and equipment.	\$600 00 1,000 00 600 00 3,480 12 \$5,680 12	\$139,145 45

## ITEMS ENTERING INTO THE COST OF ROAD AND EQUIPMENT AT DATE OF PURCHASE.

The lines of this company, formerly known as:	Milæ.
The Canal Railroad. The Utica, Ithaca and Elmira Railway.	5.25 64.66
Auburn branch of the New York, Ontario and Western Railway	20.22
The Cazenovia, Canastota and De Ruyter Railway	29.34
	118.70

constructed and equipped, were purchased by issue of securities of this company. So follows:

\$2,000,000 **(8** 780,000 **(8** 1,250,000 **(8** \$4,000.000 **\$** 58,738 **\$** 

Less sundry credits ..... \$3,941,211 🕿

<sup>\*</sup> Paid for road and equipment.
† On \$28,000, none payable on balance at present.

DETAILS OF ADDITIONS OR BE	TERMENTS DU	RING THE YEAR	
New switches, superstructure, including tie	8	· · · · · · · · · · · · · · · · · · ·	\$1,677 27
New switches, rails Land at Elmira			858 72 298 20
Land at Elmira Addition to depot, Cortland, N. Y Depot at Park station	• • • • • • • • • • • • • • • • • •	\$1,582 96	3
Depot at Park station	•••••	50 00	1,682 96
Cortland machine shop property		\$2,120 70	
Planing-machine for shops		50 00	2,170 70
Water station, Swartwood		\$167 84	2,210 10
Water station, Breesport		1,122 94	1 000 70
Steam heating equipment, locomotives		<del></del>	1,290 78 600 00
Steam heating equipment, passenger cars .			1,000 00
Bix new box freight cars.	ng express car	8 <b>8</b> 2.712 84	600 00
Steam heating equipment, passenger cars. Steam heating equipment, baggage, mail a Six new box freight cars. Two new caboose cars.		767 28	
•			3,480 12
Total		:	\$13,608 75
Income Account for Year E			
Gross earnings from operation Less operating expenses (excluding all taxe			\$480,724 48
Loss operating expenses (excluding all taxe	8)	• • • • • • • • • • • • • • • • • • • •	309,565 19
Net earnings from operation			\$121,189 24
Income from other sources, as follows, viz.:			
Rents, real estate		<b>\$205 59</b>	
Rents, locomotives		649 81 296 15	ı
			1,151 55
Gross income from all sources			\$122,810 79
Deductions from income, as follows, viz.: nterest on funded debt due and accrued		\$73.041,36	
dentals Caxes on property used in operation of road	A10.0	18,000 00	
Taxes on earnings and capital stock On account of Railroad Commission	1,2	12 10	
on account of Railroad Commission	8	47 70 21,021 29	
nterest on floating debt		8,917 89	
			115,980 54
Surplus for year ending September 30, 18	89		\$6,330 25
		•	
General Inco	me Account.		
urplus for year ending September 30, 1889		· · · · · · · · · · · · · · · · · · ·	\$6,830 25 814,787 96
Deficit up to September 80, 1888	• • • • • • • • • • • • • • • • • • • •	•••••••	814,787 90
Total deficit September 30, 1889			\$308,457 71
	_	. '	
DETAILED STATEM			
he Canastota Northern Railroad	• • • • • • • • • • • • • • • • • • • •	••••	\$18,000 00
Analysis of Gross Earning	and Operat	ing Expenses	•
EABN			
		<del></del> -	
	Passenger.	Freight.	Total.
			*****
reight, through and local	•••••	\$275,338 01	\$275,338 01
<b>assengers</b> , through			
Dail	\$132,751 52		182,751 52
	3 044 97		0 044 07
xpress	9,944 87 10,665 83		9,944 87 10,665 33
a presselegraph	9,944 87 10,665 83 164 98	185 98	10,665 33 350 91
xpress elegraph xtrs baggageews privileges.	9,944 87 10,665 83 164 98 1,433 79	185 98	10,665 33
xpress elegraph xtra baggage ews privileges Total gross earnings	9,944 87 10,665 83 164 98		10,665 33 350 91 1,488 79

# Analysis of Gross Earnings and Operating Expenses — (Continued). OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Steel rails laid, 100% tons, cost, \$2,896.73. Repairs of track and roadbed	\$22,117 77	\$24,941 32	\$47,059 69
cattle-guards)	7.929 29 1	8,941 55	16,870 84
cattle-guards). Repairs of stations, shops, docks, etc	2,621 18	2,955 80	5,576 98
other expenses for maintenance of way and structures.	1,088 19 3,905 28	1,227 10	2,315 <b>29</b> 8,309 11
Total	\$37,661 71	\$42,469 60	280,131 31
Total	\$57,001 11	\$12,109 00	200,151 42
Maintenance of equipment:			
Repairs of locomotives Repairs of cars Repairs of machinery and tools.	\$7,433 56 4,705 05	\$8,382 52   8,088 46	\$15,815 08 12,793 51
depairs of machinery and tools	434 43	489 88	934 31
other expenses for maintenance of equipment	2,002 72	2,258 39	4,261 11
Total	\$14,575 76	\$19,219 25	\$33,795 01
Conducting transportation:	\$8,638 39 1	\$20,023 79	\$28,662 13
Vages of conductors and men	9,819 74	21,700 82	31,520 👪
CHALTOT LOCOMOTIVAS	I 10 KKO OK I	22,056 97	41,616
of and waste.  Vater supply.  Vater stall supplies or expenses	852 55 407 94	961 39	1,813 94
Water Supply	280 17	460 02 315 93	596 18
Vages of station agents and clerks	8,246 35	9,299 08	17,545 43
wares for indocat stations	1.094.901	1,798 51	3,395 (1
Station supplies	653 46	736 89	1,390 35
ther expenses for conducting transports-	1	696 63	1,314 39
tion	2,358 91	2,660 06	
Total	\$53,030 13	\$80,710 08	\$133,740 21
General expenses:			
Salaries of general officers and clerks	\$9,109 61 837 44	\$10,272 54   944 35	\$19,382 15 1,781 79
deneral office expenses and supplies	785 00	885 22	1,670 2
tationery and printing	918 14	000 22	918 14
ACRIATORISES	1.439.69.1	1,622 35	3,061 04
Loss and damage of freight and baggage Damage to cattle and property		66 19	66 19 1,961 11
niuries to cattle and property	476 78 1.767 97	584 33 5,105 65	6,873 63
Pelegraph maintenance and operation	1,381 99	1,558 42	2,940 41
njuries to persons	1,001 50		22,001 63
balance) Other general expenses	964 61	22,091 63 1,087 75	2,053 %
Total	\$17,680 23	\$44,218 43	\$61,898 66
rand total operating expenses	\$122,947 83	\$186,617 36	\$309,565 19
. — <u> </u>			
General Balance Shee	et September	30, 1889.	
Assı	ets.		
Cost of road and equipment		• • • • • • • • • • • • • • • • • • • •	\$4,253,909 gt
Current assets, as follows, viz.:		<b>6</b> 94 040 7F	
Due hy agenta		\$24,040 75 7,393 22	
pen accounts		20,6×1 50	
Due by agents Open accounts Materials and supplies		8,613 34	
Bundries		2,683 00	63,411 🛱
Profit and loss (deficiency)			398.457 T
			\$4,635,779
		:	

ELMIRA, CORTLAND	AND NORT	HERN.			221
Capital stock	ities,			\$2,000	,000 00
Funded debt  Ouvent liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls.  Open accounts.  Loans and bills payable.  Sundries.		2 8 5	3,442 04 16,549 47 10,022 38 5,535 00 1,541 14	2,448	,689 36
				177	,090 03
	<b></b>		:	\$4,625	,779 39
Traffic and Mile	eage Statisti	cs.			
ITEM.	Through.	Loc	eal.	Tota	al.
Number of passengers carried	52,138 863,614	• • • • • • • • • • • • • • • • • • • •	205,010 57,563	5, 38,	257,148 148,006 421,177 593,751
Passenger train mileage					230,599 256,436 81,756
Total train mileage			••••		568,791
			=:==:		=
ITEM.	Earnings.	Expe	Expenses.		fit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried . Average per passenger per mile	6035 0301 6730 275,523 99	\$122,9 186,6	4781 0239 5332		252 61 1254 0062 1398
Average per ton of freight carried	6542 0071 1 07		4431 0048 73		2111 0023 34
ITE	':_ = <i>:-</i>		÷	ייב ב ויזי	rough
Computed on earnings from carrying pa Average rate received per mile for carrying Average rate received per mile per ton for con-	ssengers and i passengers, al arrying freigh	l classe t, all cla	8	and C	i local. ents. 2.58 .71
			te.	. E	te all
Track.			owned Y. Sta	P. Sta	iles. Sta
			Miles In N.	Miles In N.	Total m
Main line from Elmira to Canastota, single Branches or other roads, single track	track		118.70	20.73	118.70 20.73
Total single track			118.70	20.73	139.43
Sidings and turnouts on main line	roads		25.27	2.54	25.27 2.54
Total sidings and turnouts		· · · · · · · · · · · · · · · · · · ·	25.27	2.54	27.81
Grand total of tracks, sidings and turnouts.			143.97	23.27	167.24
Told wish steel well main line			118.70	i	118.70

118.70

20.78

118.70 20.78 Weight of rails per yard — steel, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Brance or Boad.	From	То	Entire length in New York State.	Owned or leased.	Miles laid with stool rail.
Canastota Northern	Canastota	Camden	20.73	Leased.	20.73

Bridges.	ENTIRE LINE IN NEW YORK STATE.		
DAIDGES.	Number.	Aggregate length.	
Iron bridges	10 2 100	Fed. 2,256 134 9,900	
Total	112	12,360	

n na	· · .		777. T B		
Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped With patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	13 8	\$8,700 9,231 5,000	140,000 144,000 140,000	*2 11 *7	
Total	28	•••••		200	
First-class passenger cars Computation cars Baggage, mail and express cars Total	11 2 4 17		45,000 38,000 38,000	11 2 4 17	17
Box freight cars. Coal freight cars Caboose, 4-wheel cars Service cars. Total	23 131 6 3	\$429	27,250 21,800 15,500		

Eames' brake and Miller coupler are used on passenger cars. There are 77 split switches and 92 stub switches on line of road.

Miscellaneous Statistics.	Entire line
ITEM.	in N. Y. Stata.
Telegraph owned and operated by company.  Total assessed value of real estate and personal property of company, _including leased lines	9HRS_830 19
Length of steel rails laid during year in repairs.  Railroads crossing road at grade.  Railroads crossing road over or under grade.	1.14

## ELMIRA, CORTLAND AND NORTHERN.

223

Highway crossings at grade without protection	151
Highway crossing at grade protected by gates or flagmen	1 13
Overhead obstructions less than 20 feet above track	2

Passenger cars are heated by steam, lighted with oil, and ventilated with Greamer ventilator in deck and sash in door.

National Express Company runs over this road at agreed rates.

For transportation of mails between Elmira and Canastota, on two trains per day except Sundays, company receives \$10,186.39 per annum.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour Grain Meats and provisions. Live stock. Lumber Pig and bar iron and steel.	8,086 1,918	1.19 2.83 1.92 .45 9.14
Iron or other ores.  Coal and coke.  Petroleum and other oils.  Shipments of manufactured goods received by railroad compa-	28,448 261,774 756	5.57 62.15 .18
nies within this State from manufactories within this State All other manufactures All other merchandise All other agricultural products All other articles not included above	20,758 6,344	1.78 4.93 1.51 3.60 3.58
Total	421,177	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	
Passengers	. 2	4	2 9 2
Total	9	4	13

#### EMPLOYEES.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them during year	
Aggregate amount of salaries and wages paid them during year	8

\$189,807 25

## Officers of the Company.

Name.	Title. Official Address.	
AUSTIN CORBIN	President	192 Broadway, New York city.
GEORGE S. EDGELL	Vice-President	192 Broadway, New York city.
EVERETT R. REYNOLDS.	Secretary	192 Broadway, New York city.
		192 Broadway, New York city.
	General Manager	
ALBERT ALLEN	General Superintendent	Cortland, N. Y.

## Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	Philadelphia, Pa.
ARCHTBALD A. McLEOD	Philadelphia. Pa.
GEORGE S. EDGELL	New York city
J. Rogers Maxwell	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
James D. Campbell	New York city.
W. G. Wheeler	New York city.
JOHN P. DOSH	New York city.
FREDERICK W. DUNTON	New York city.
THOMAS F. WARD	New York city.
JAMES K. O. SHERWOOD	Oyster Bay, N. Y.
Franklin C. Cornell.	Ithaca, N. Y.
Frank J. Enz.	Ithaca, N. Y.

Title of company, The Elmira, Cortland and Northern Bailroad Company. General offices at Elmira, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in March. For information concerning this report, address A. A. McLeod, General Manager.

## ELMIRA AND LAKE ONTARIO.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, December 31, 1896.)

For history of organization, etc., see Report of 1887.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

				COM	MON.
				No. of shares.	Par value.
Authorized by law or charter and nov		-			\$1,500,000
Number of stockholders	_				ľ
I	UNDED DEBI	:.			
		Term, years.	   	INTEREST.	Amount
DESIGNATION OF LIEN. Da	Date.	Term,	Rate.	When payable.	outstanding
First mortgage Sodus Bay and South- ern Railroad Company	July 1, 1884.	40	p.c. 5	Jan. 1, July 1.	\$500,00
	ost of Road				** *** *** *** *
Income Account for \( \)				1111111111111111	
Net loss from operation, as reported b	y lessee	_	_		
Taxes on capital stock	ued				25,000 t
Charges againt income, as follows, viz Interest on funded debt due and accr Taxes on capital stock Taxes other than above Deficit for year ending September	ued		• • • • •		25,000 0 1,125 0 30 1
Interest on funded debt due and accr Taxes on capital stock Taxes other than above Deficit for year ending September	ued	••••	•••••		25,000 0 1,125 0 30 1
Interest on funded debt due and accr Taxes on capital stock Taxes other than above.  Deficit for year ending September  Genera  Deficit for year ending September 30.	30, 1889  1 Income Ac	cou	nt.		25,000 ( 1,125 ( 30 ) \$117,418 (
Interest on funded debt due and accr Taxes on capital stock Taxes other than above Deficit for year ending September	30, 1889	cou	 nt.	reduced from	25,000 f 1,125 g 30 1 \$117,418 5 \$117,42 5 35,3

## ELMIRA AND LAKE ONTARIO.

## General Balance Sheet September 30, 1889.

	Assets.			
Cost of road			\$2,000,000 0	Ø
Current assets, as follows, viz.:				
Open accountsProfit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •	•••••	1,275 0 82,368 0	
		-	\$2,083,638 0	×
TA	iabiliti <b>es.</b>			
Capital stock		•••••	\$1,500,000 0 500,000 0	
Current liabilities, as follows, viz.:	•	•		
Interest on funded debt due and accrue Open accounts			83,638 (	ÓŁ.
		-	\$2,083,638 0	×
Officers	of the Company.	=		
Name.	Title.	Official.	Address.	
George B. Roberts Frank Thomson Stephen W. White John S. Leib James P. Kere	President Vice-President Secretary Treasurer Auditor	Philade Philade Philade Baltimo Baltimo	lphia, Pa. lphia, Pa. lphia, Pa. lre, Md. re, Md.	
Directors	of the Company.			
Name.		Resid		
GEORGE B. ROBERTS FRANK THOMSON A. J. CASSATT J. N. DU BARRY JOHN P GREEN WISTAR MORRIS STEPHEN W. WHITE JOHN N. HUTCHINSON COL. E. B. PARSONS B. F. NEWCOMBE GEORGE NMALL JAMES P. KERE JOHN S. LEIB		Philade Philade Philade Philade Philade Philade Philade Philade Philade Baltimo Baltimo Baltimo Baltimo	phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. phia, Pa. er, N. Y. re, Md. re, Md. re, Md.	
Title of company, The Elmira and La General offices at 160 Broadway, New Date of close of fiscal year, December Date of stockholders' annual meeting For information concerning this repo	York city. r 31. r. first Thursday in May.		altimore, Mo	d.

## ELMIRA AND LAKE ONTARIO.

#### LESSEE.

Income Account for Year Ending September	er 30, 1889.		
Gross earnings from operation		\$622,866 671,711	
Net loss from operation		\$48,845	68
Deductions from income, as follows, viz.:			
Taxes on property used in operation of road	\$16,931 82 24,316 59 1,168 94		
		42,417	85
Deficit for year ending September 30, 1889	<u> </u>	\$91,263	01

## REPORT OF THE RAILBOAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$452,204 06	\$452,204 06
Passengers, local	\$141,744 87		\$452,204 06 141,744 37
Mail	11,078 35		11,078 36
Miscellaneous, as follows, viz.:	6,233 39	•••••	6,233 39
Bundry sources	2.658 43	7,975 27	10,633 70
iscellaneous passenger	972 46	1,915 21	972 46
Total gross earnings	\$162,687 00	\$460,179 33	\$622,866 33
OPERATING	Expenses.		
Mainlenance of way and structures:	A16 00E 66	1 840 8778 00 1	\$64,902 64
Repairs of track	\$16,225 66 8,394 58	\$48,676 98 10,183 76	13,578 84
fron rails laid	574 32	1,722 96	2,297 28
Repairs of roadbed	4,555 54	13,666 61	18,222 15
Repairs of bridges (including culverts and		1	
Repairs of track steel rails laid, 1,009 tons (ron rails laid Repairs of roadbed Repairs of bridges (including culverts and eattle-guards) Repairs of stations, shops, docks, etc.	4,940 87	14,822 63	19,763 50
Repairs of stations, snops, docks, etc	2,312 24 927 07	6,884 48 2,781 19	9,196 72 3,708 26
Repairs of fences		2,101 19	3,105 20
structures	4,306 52	12,919 59	17,226 11
Total	\$37,236 80	\$111,658 20	\$148,895 00
Maintenance of equipment:			
Repairs of locomotives	\$10,930 31	\$62,331 51 29,983 61	\$73,261 83
Mepairs of Cars	1,237 84 722 17	29,983 61 2,166 51	31,221 45 2,888 69
Repairs of cars	122 11	2,100 01	2,005 98
ment	4,025 80	12,077 41	16,103 21
Total	\$16,916 12	\$106,559 04	\$123,475 16
Conducting transportation :	<b>A14</b> 404 05		
Wages of engineers and firemen	\$14,404 25 9,510 09	\$49,983 60 43,619 44	\$64,387 85 59,129 53
Puel for locomotives	8,508 64	48.888.80	52,375 53
Wages of conductors and men	1,043 34	3,440 07	4.483 41
Water supplyOther train supplies or expenses	1,412 00	3,440 07 4,238 96	5,651 95
Other train supplies or expenses	584 69	386 73	971 43
Wages of station agents and clerks Wages for labor at stations	7,915 06 1,862 10	27,286 15 9,383 96	35,301 21 10,746 06
Station supplies	1,142 99	1,079 19	2,212 18
wages of watchmen, hagmen and switch- men Other expenses for conducting transporta-	2,663 48	9,122 36	11,785 84
tion	1,117 28	8,351 86	4,469 14
Total	\$49,664 91	\$195,759 21	\$245,424 12
General expenses :		<u> </u>	
Salaries of general officers and clerks	\$3,548 22		\$14,192 89
General office expenses and supplies	85 60 2,300 96	256 79 4,360 21	342 89
Stationery and printing Outside agencies and advertising	2,662 18	4,499 10	6,661 17 7,161 28
Lagal avnangas	1.000 00	8,006 50	4,006 5
Logal expenses Loss and damage of freight and baggage Telegraph maintenance and operation	1,000 00 58 03	4,029 10 17,407 25	4,087 1
Telegraph maintenance and operation	5,768 35	17,407 25	23.175 GL
Mileage of cars of other companies (debit balance)	9,384 50	74,200 80	83,584 80
Other general expenses	2,676 49	8,029 46	10,705 9
Total	\$27,484 33	\$126,438 38	\$153,917 7
	\$131,302 16	\$540,409 83	9671,711 9.

## ELMIRA AND LAKE ONTABIO.

#### Traffic and Mileage Statistics.

#### ITEM.

Number of passengers carried.  Number of passengers carried one mile.  Number of tons of freight carried.  Number of tons of freight carried one mile	837,598 6,857,490 1,610,208 101,226,291
Passenger train mileage	190,820 634,926 8,318
Total train mileage	884,064

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	\$162,687 00 48 0237 85 460,179 38	\$131,302 16 39 0191 68 540,409 83 34 00533 85	\$31,384 84 09 0046 17 Loss. 80,230 50 06 00079

Item.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.067
Average rate per mile per ton for carrying freight, all classes	0.447

#### Description of Road and Equipment.

Transfer of the contract of th	Miles leased, all in N. Y. State.
Main line from Chemung Junction to Canandaigua, single track Total of branches or other roads, single track	64.00 85.61
Total single track	
Second track on main line	
Sidings and turnouts on main line	26.15 9 13
Total sidings and turnouts	
Grand total of tracks, sidings and turnouts	134.97
Laid with steel rail, main line. Laid with steel rail, branches or other roads. Laid with iron rail, main line Laid with iron rail, branches or other roads.	86.00

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

## DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in New York State,	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Sodus Bay branch	Stanley	Sodus Point Canandaigus lake	34.18 1.43	Owned . Owned .	34.01	0.17 1.43

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment — (Continued).

_	ENTIRE LINE IN NEW YORL STATE.		
Bridges,	Number.  3 36 45	Aggregate length.	
Iron bridges. Wooden bridges. Wooden trestles. Iron trestle	3 36 45 1	Fert. 219 2,546 4,293 363	
Total	85	7,433	

Equipment.	No. leased.
Locomotives, 8 drivers. Locomotives, 4 drivers. Locomotives, 4 drivers.	19 1
Total	*

Westinghouse automatic brake and Janney coupler are used on passenger cars; hand brake and link and pin coupler on freight cars.

Point switches are used on main track.

#### Miscellaneous Statistics.

Miscellanduus statistius.	Entire line in
Item.	N. Y. Btate.
Telegraph owned and operated by company. miles	\$1,107,295 18.4
Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstructions less than 20 feet above track	. 118 4 14

Passenger cars are heated by steam heat on main line, by stoves on branches. lighted with oil and gas and ventilated by deck sash.

## DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour	26,235	1.00
Grain	82,623 500	5.11 . <b>6</b>
Live stock	19,913	1.2
LumberPig and bar iron and steel	74,169 55,831	3.6
Iron or other ores	18,651 1,098,301	1.10 68.2
Petroleum and other oils	2,444 112,645	.1: 6.9
All other merchandise	8.028	4.5
All other agricultural products	77,375 33,498	1.0
Total	1,610,203	16

#### EMPLOYEES.

Average number of persons employed (including officials) during year...

For information concerning this report, address John S. Leib, Treasurer, Nortl sta Central Railway Company, Baltimore, Md.

## ELMIRA STATE LINE.

LESSOR.

LESSEE — TIOGA OF PENNSYLVANIA.
(Date of charter, April 21, 1872.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

CAPITAL STOCK.

			CAP	TTAI	STOCK.					
						СОЖ	Mon.			sh realized
					No. of sha	res.	Par	value.		amount tstanding.
Authorized by law	or charter				1	,000		\$100,000	•••	
Issued for actual ca Issued for organiza	stion	• • • • •	• • • • •	••••		292 610		\$29,200 61,000		\$29,200
Total now outst	anding		••••			902		\$90,200	•••	
Number of stockho	lders	••••			DEBT.	••••		•••••		87
		years.		INT	EREST.				-	Cash
Designation of Lien.	Date.	Term. year	Rate.		When payable.	811	nount thor- zed.	Amour outstan ing.		realized on amount outstand- ing.
Mortgage bonds	1875	20	p. c	Apr	. 1 & Oct. 1	8:		\$160,0	000	\$160,000
			Cost	t of	Road.			T	ota Be	l cost up to pt. 30, 1889.
Grading, masonry of Bridges	cluding ties) as and fence ght stations	and	raile	<b>3</b>	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • • •			\$68.621 12 11,678 68 88,400 49 12,874 97 3,747 81 1,000 00 *2,876 98
Total cost of ro										*\$189,200 00
	General B	ala	nce i	She	et Septem	ber	30, 188	<b>39.</b>		
Cost of road					• • • • • • • • • • • • • • • • • • • •	••••	•••••			\$189,200 00
Other permanent in Due by Tioga Railr	oad Compar	8 Joi 1 <b>7</b>	····s	, viz.	: 	••••				61,000 00
										\$250,200 <b>00</b>
Capital stock Funded debt	•••••••	••••			aties.			•••••		\$90,200 00 160,000 00
•										\$250,200 00
	0	Mce	rs o	f th	e Compa	ny.				
Name.			itle.					Address		<b></b>
John King A. H. Macdonou Edward White W. J. Murphy	Pres GH Seci Tres Gen	siden retar naur eral	t y er Sup	erin	tendent	21 C 21 C 21 C Jen	ortland ortland ortland sey Cit	dt street dt street dt street y, N. J.	N. N. N.	Y. city. Y. city. Y. city.

<sup>\*</sup>An apparent decrease of \$4,935 from report of 1888.—R. R. Commissioners.

Directors of the Company.	
Name.	Residence.
John King	New York city.
John G. McCullough	New York city.
Н. Н. Соок	New York city.
S. M. FELTON, JB.	New York city.
F. N. DRAKE.	Eimira, N. I.
S. T. REYNOLDS.	Eimira, N. I.
H. D. V. PRATT.	Elmira, N. 1.
Title of company, The Elmira State Line Railroad Company, General offices at No. 21 Cortlandt street, New York city.	
Date of close of fiscal year. September 30. Date of stockholders' annual meeting, first Tuesday in September. For information concerning this report, address A. R. Maedonough,	, Secretary.

#### ELMIRA AND WILLIAMSPORT.

#### LESSOR.

## LESSEE - NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

## Capital Stock and Funded Debt.

CAPITAL STOCK.

	сом	MON.	PREFERRED.		
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter and issued on account of reorganization of the Wil- liamsport and Elmira Rail- road, foreclosed in 1860, and now outstanding		\$500,000	10,000	\$600,000	

\$1,000,000

## FUNDED DEBT.

DESIGNATION OF		years.		INTEREST.	Amount	Amount
Lien.	Date.	Term,	Rate.	When payable.	authorized.	outstand- ing.
Mortgage bonds Extended*Income bonds	May 11, 1860 Jan. 1, 1880 May 1, 1863	20 30 999	p c. 7 6 5	Jan. and July. Jan. and July. Apr. 1, Oct. 1.	\$1,000,000 570,000 \$1,570,000	\$1,000,000 570,000 \$1,570,000

Cost of Road and Equipment.	
†Total cost of road	\$2,218,000 00
†Total cost of equipment	. 352,000 00
Grand total cost of road and equipment	. \$2,570,000 00

<sup>\*</sup> Issued on account of reorganization of the old Williamsport and Elmira Railroad,

The second of reorganization of these items. The \$2.218.000 was charged the separate accounts were opened for these items. The \$2.218.000 was charged direct to construction and the \$352.000 to equipment. These two sums represent the capital and funded debt of the company.

\$65,011 74

Income Account for Year Ending September 30, 1889.	
Rental for the year ending September 30, 1889.	\$151,500 00 279 65
Net income from all sources	\$151,779 65
Payments from net income, as follows, viz.:         1           Dividends declared, 7 per cent on \$500,000 preferred stock.         \$33,250 00           Dividends declared, 5 per cent on \$500,000 common stock.         23,750 00           Taxes on capital stock.         8,000 00           Interest on funded debt.         88,500 00           Organization expenses         3,240 46	•
Other payments	151 <b>.779 65</b>
-	101,
General Balance Sheet September 30, 1889.	
Cost of road	\$2,218,000 00
Cost of equipment	352,000 00
Ourrent assets, as follows, viz.:	
Cash on hand       \$1,157 76         Sundries       3,417 97	•
	4,575 73
_	\$2,574,575 78
Liabilities.	
Capital stock Funded debt.  Current Habilities, as follows, viz.:	\$1,000,000 <b>00</b> 1,570,000 <b>00</b>
Open accounts. Profit and loss (surplus)	
	\$2,574,575 TB
Officers of the Company.	
THOMAS NELLSON President 306 Walnut St., Philade	lphia, Pa.
THOMAS NELLSON President	lphia, Pa. lphia, Pa.
Directors of the Company.  Name. Residen	lphia, Pa. lphia, Pa.
Directors of the Company.	lphia, Pa. lphia, Pa.
Directors of the Company.  Name. Residen	Iphia, Pa. Iphia, Pa. ace. Hill, N. Y. Ia, Pa. Ia, Pa. Ia, Pa.
Name.  Resident Homas Kimber.  Thomas Kimber.  Thomas Kimber.  Philadelphi Lewis P. Griger.  William D. Nellson.  Milton, Pa.  Murray Gorgas.  Murray Gorgas.  Title of company. The Elmira and Williamsport Railroad Company.  General officer at 206 Walnut street. Philadelphis Pa.	Iphia, Pa. Iphia, Pa. ace. Hill, N. Y. Ia, Pa. Ia, Pa. Ia, Pa.
Name.  Name.  Resident Properties of the Company.  Resident Principles Princi	Iphia, Pa. Iphia, Pa. ace. Hill, N. Y. Ia, Pa. Ia, Pa. Ia, Pa.
Name.  Name.  Resident Homas Kimber.  Thomas Kimber.  Richmond William Read Fisher.  Lewis P. Geiger.  William D. Neilson.  Philadelphi William D. Neilson.  Murray Gorgas.  Murray Gorgas.  Title of company, The Elmira and Williamsport Railroad Company. General offices at 308 Walnut street, Philadelphia, Pa.  Date of close of fiscal year, April 30.  Date of Stockholders' annual meeting, first Monday in May.  For information concerning this report, address Lewis P. Geiger, Treasure	Iphia, Pa. Iphia, Pa. ace. Hill, N. Y. Ia, Pa. Ia, Pa. Ia, Pa.
Name.  Name.  Resident Richmond Richmond WILLIAM READ FISHER.  LEWIS P. GEIGER  WILLIAM D. NEILSON Philadelphi Henry A. Fonda.  MURRAY GORGAS.  Title of company, The Elmira and Williamsport Railroad Company. General offices at 308 Walnut street, Philadelphia, Pa. Date of close of fiscal year, April 30. Date of Stockholders' annual meeting, first Monday in May. For information concerning this report, address Lewis P. Geiger, Treasur	Iphia, Pa. Iphia, Iph
Name.  Resident Homas Kimber.  Thomas Kimber.  Philadelphi Lewis P. Greger.  Philadelphi William D. Neilson.  Philadelphi Henry A. Fonda.  Murray Gobgas.  Title of company, The Elmira and Williamsport Railroad Company. General offices at 308 Walnut street, Philadelphia, Pa. Date of close of fiscal year, April 30. Date of Stockholders' annual meeting, first Monday in May. For information concerning this report, address Lewis P. Geiger, Treasur	Iphia, Pa. Iphia, Iph
Name.  Name.  Resident Phomas Kimber.  Thomas Kimber.  Thomas Kimber.  Richmond William Read Fisher.  Lewis P. Geiger  Philadelph William D. Neilson  Philadelph William D. Neilson  Murray Gorgas.  Murray Gorgas.  Title of company. The Elmira and Williamsport Railroad Company. General offices at 308 Walnut street. Philadelphia, Pa. Date of close of fiscal year, April 30. Date of stockholders' annual meeting, first Monday in May. For information concerning this report, address Lewis P. Geiger, Treasurer information concerning this report, address Lewis P. Geiger, Treasurer information concerning the report of the stockholders' annual meeting, first Monday in May.  For information concerning this report, address Lewis P. Geiger, Treasurer information concerning the report of the stockholders' annual meeting.  Lesser.  Income Account for Year Ending September 30, 1889.  Gross earnings from operation. Less operating expenses (excluding all taxes)	Iphia, Pa. Iphia, Pa. Ice. Hill, N. Y. Ia, Pa. Ia, Pa. Ia, Pa. Ia, Pa. Ia, Pa. Ia, Pa. Ia, Pa. Ia, Pa.
Name.  Name.  Name.  Resident Thomas Kimber.  Richmond William Read Fisher.  Lewis P. Geiger.  North Milliam D. Neilson.  Philadelphi Milliam D. Neilson.  Murray Gorgas.  Murray Gorgas.  Philadelphi Hensy A. Fonda.  Murray Gorgas.  Philadelphi Title of company. The Elmira and Williamsport Railroad Company. General offices at 308 Walnut street. Philadelphia, Pa.  Date of close of fiscal year. April 30.  Date of stockholders' annual meeting, first Monday in May.  For information concerning this report, address Lewis P. Geiger, Treasurent Company.  ELMIRA AND WILLIAMSPORT.  Lesser.  Income Account for Year Ending September 30, 1889.  Gross earnings from operation.  Less operating expenses (excluding all taxes).  Deductions from income, as follows, viz.:	lphia, Pa. lphia, Pa. lphia, Pa. loce. Hill, N. Y. la, Pa. la, Pa. la, Pa. la, Pa. la, Pa. sec.
Name.  Name.  Resident Promas Kimber.  Thomas Kimber.  Thomas Kimber.  Richmond William Read Fisher.  Lewis P. Grigge Philadelph William D. Neilson Philadelph William D. Neilson Philadelph William D. Neilson Philadelph Milton, Pa.  Murray Gorgas.  Title of company. The Elmira and Williamsport Railroad Company.  General offices at 306 Wainut street, Philadelphia, Pa.  Date of close of fiscal year, April 30.  Date of stockholders' annual meeting, first Monday in May.  For information concerning this report, address Lewis P. Geiger, Treasure.  ELMIRA AND WILLIAMSPORT.  Lesser.  Income Account for Year Ending September 30, 1889.  Gross earnings from operation.  Less operating expenses (excluding all taxes).	lphia, Pa. lphia, Pa. lphia, Pa. loce. Hill, N. Y. la, Pa. la, Pa. la, Pa. la, Pa. la, Pa. sec.

Surplus for year ending September 30, 1889.....

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS,

Preight, all local Passenger, all local Rail Raintenance of way and structures: Repairs of track Steel rails laid. Repairs of track Repairs of track Repairs of stations, shops, docks, etc. Repairs of stations, shops, docks, etc. Repairs of feaces Uther expenses for maintenance of way and structures: Repairs of stations, shops, docks, etc. Repairs of feaces Uther expenses for maintenance of way and structures.  Total	\$14,059 68 2,851 82 251 18	\$687,119 18 1,126 70 \$688,245 88 \$56,238 74 9,405 30 1,004 70 7,992 98 3,261 41 5,797 95 1,413 88	\$687,119 11 155,769 38 12,197 11 8,029 01 1,468 7 \$686,010 8
Ail Express  Miscellaneous, as follows, viz.: Bents	12,197 11 8,029 08 281 68 1,487 76 \$177,764 92 EXPENSES. \$14,059 68 2,351 32 251 18 1,998 25 815 35 1,744 13 353 83 2,573 28	\$56,238 74 9,405 30 1,004 70 7,992 98 3,261 41 6,797 95	12,197 II 8,029 0 1,408 3 1,457 7 \$336,010 8 \$70,296 4 11,756 6 1,255 8 9,991 1
Miscellaneous, as follows, viz.: Bents	8,029 08  281 68 1,487 75  \$177,764 92  EXPENSES.  \$14,059 68 2,351 32 2,351 33 1,998 25 815 35 1,744 13 353 83 2,573 28	\$688,245 88 \$56,238 74 9,405 30 1,004 70 7,992 8 3,261 41 6,797 95	8,029 00 1,408 3 1,467 T \$886,010 8
Total gross earnings.  OPERATING  Maintenance of way and structures: Repairs of track. Steel rails laid, 1,082 tons. Fron rails laid Repairs of roadbed Repairs of bridges (including culverts and cattle-guards). Repairs of stations, shops, docks, etc. Repairs of fences There expenses for maintenance of way and structures.  Total.	281 68 1,487 75 \$177,764 92  EXPENSES.  \$14,059 68 2,351 32 251 32 1,998 25 815 35 1,744 13 353 83 2,573 28	\$56,238 74 9,405 30 1,004 70 7,992 3,261 41 6,797 95	1,408 3 1,467 T \$886,010 8 \$70,296 4 11,756 6 1,255 8 9,991 1
Total gross earnings.  OPERATING  Maintenance of way and structures: Bepairs of track. Steel rails laid, 1,082 tons. Fron rails laid Bepairs of roadbed Bepairs of bridges (including culverts and cattle-guards). Bepairs of stations, shops, docks, etc. Bepairs of fences Uther expenses for maintenance of way and structures.  Total.	1,487 75 \$177,764 92  EXPENSES.  \$14,059 68 2,351 32 2,551 18 1,998 25 815 35 1,744 13 353 88 2,578 28	\$56,238 74 9,405 30 1,004 70 7,992 3,261 41 6,797 95	\$3866,010 8 \$70,296 4 11,756 6 1,255 8 9,991 1
Total gross earnings.  **Depairs of track** Steel rails laid, 1,682 tons. Fron rails laid adopairs of roadbed.  Bepairs of bridges (including culverts and cattle-guards).  Bepairs of stations, shops, docks, etc.  Bepairs of fences  Sther expenses for maintenance of way and structures.  Total.	\$177,764 92  EXPENSES.  \$14,059 68 2,351 32 251 18 1,998 25 815 35 1,744 13 353 83 2,573 28	\$56,238 74 9,405 30 1,004 70 7,992 96 3,261 41 6,797 95	\$3866,010 8 \$70,296 4 11,756 6 1,255 8 9,991 1
Maintenance of way and structures: Repairs of track Steel rails laid, 1,082 tons. Fron rails laid tepairs of roadbed Repairs of bridges (including culverts and cattle-guarde) Repairs of stations, shops, docks, etc. Repairs of fences Uther expenses for maintenance of way and structures Total	EXPENSES.  \$14,059 68 2,351 32 251 18 1,998 25 815 35 1,744 13 353 83 2,573 28	\$56,238 74 9,405 30 1,004 70 7,992 3,261 41 6,797 95	\$70,298 4 11,756 6 1,365 8 9,991 1
Maintenance of way and structures:  Repairs of track  Steel rails laid, 1,082 tons.  Fron rails laid  Repairs of roadbed  Repairs of bridges (including culverts and cattle-guards)  Repairs of stations, shops, docks, etc.  Bepairs of fences  Total.	\$14,059 68 2,351 82 251 18 1,998 25 815 35 1,744 13 353 88 2,573 28	9,405 90 1,004 70 7,992 98 3,261 41 5,797 95	11,756 6 1,265 8 9,991 9
Repairs of track Steel rails laid, 1,082 tons	2,351 92 251 18 1,998 25 815 35 1,744 13 353 88 2,573 28	9,405 90 1,004 70 7,992 98 3,261 41 5,797 95	11,756 6 1,265 8 9,991 9
Bepairs of Foadbed Bepairs of bridges (including culverts and cattle-guards) Bepairs of stations, shops, docks, etc Bepairs of fences Uther expenses for maintenance of way and structures  Total	2,351 92 251 18 1,998 25 815 35 1,744 13 353 88 2,573 28	9,405 90 1,004 70 7,992 98 3,261 41 5,797 95	11,756 6 1,265 8 9,991 9
Bepairs of foadbed Bepairs of bridges (including culverts and cattle-guards) Bepairs of stations, shops, docks, etc Bepairs of fences Uther expenses for maintenance of way and structures.  Total	251 18 1,998 25 815 35 1,744 13 353 83 2,573 28	1,004 70 7,992 96 8,261 41 5,797 95	1,265 8 9,991 1
Bepairs of foadbed Bepairs of bridges (including culverts and cattle-guards) Bepairs of stations, shops, docks, etc Bepairs of fences Uther expenses for maintenance of way and structures.  Total	2,573 28	8,261 41 5,797 95	•
ther expenses for maintenance of way and structures.  Total	2,573 28	5,797 95	
Sther expenses for maintenance of way and structures.  Total	2,573 28	1,413 88	4,076 7 7,542 0
Total		1	1,766
<u>.</u>	\$24,146 47	10,292 90	12,866
Madedan and A. of condense and	- •	\$95,407 31	\$119,553
Maintenance of equipment:	<b>210.000.24</b>	\$40,676 99	
Bepairs of locomotives	\$10,080 64 210 82	28,599 98	\$50,757 ( 28,810 !
Bepairs of machinery and tools	778 65	8,114 59	3,898
Sepairs of cars Sepairs of machinery and tools.  Other expenses for maintenance of equipment.	8,404 49	18,617 95	17,023
Total	. \$14,474 60	\$86,009 51	\$100,484
Conducting transportation:			
Wages of conductors and men	\$9,962 25	\$49,490 15 49,963 43	\$59,453
Wages of engineers and firemen	8,024 72	49,963 43 54,660 27	57,988
Mil and wests	6,911 34 1,582 52	7,980 51	61,571 9,563
Water supply	708 96	2,835 81	8,544
Water supply Other train supplies or expenses Wages of station agents and clerks	468 74	489 98	368 .
Wages of station agents and clerks	5,157 10	15,464 03	20,621
Wages for labor at stations	754 83 667 82	11,408 74 511 30	12,163
Station supplies	1.444 52	6,017 30	7.461
men Other expenses for conducting transporta- tion	1,847 62	7,390 49	9,238
Total	\$37,529 92	\$206,212 01	\$243,741
General expenses:			
Salaries of general officers and clerks	\$8,088 12	\$12,132 47	\$15,165
deneral office expenses and supplies	115 87 1,818 69	463 47. 3,684 81	579 5,500
Outside agencies and advertising	2,858 45	5,359 89	7,718
Megai expenses	<b>260 46</b>	673 19	983
LORS AND DAMAGE OF TREIGHT AND HAGGAGE!	2,211 05	5,096 75	7,907
relegraph maintenance and operation Mileage of cars of other companies (debit	3,433 60	11,827 13	15,260
balance)	8,849 32	108,617 50	116,966
	103 80	415 20	519
Total  Grand total operating expenses	\$21,684 86	\$148,270 41 \$535,899 24	\$169,964 \$633,734

## ELMIRA AND WILLIAMSPORT.

#### Trame and Mileage Statistics.

Number of passengers carried	6.159.766
Number of tons of freight carried one mile	152,834,219
Passenger train mileage	792.845
Total train mileage	963,964

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Arerage per passenger carried	\$177,764 92 78 289 1 15 688,245 88 297	\$97,885 35 43 159 63 63 535,899 24 281 00851 68	\$79,929 57 35 180 52 182,346 64 066 00099

#### ITEM.

#### Description of Road and Equipment.

	MILES LEASED.			
TRACK.	Length in N. Y. State.	Entire length.		
Main line from Philadelphia and Erie junction at Williams- port, to New York. Lake Erie and Western junction at Elmira, single track. Second track. Bidings and turnout	6.60 .87 5.51	75.50 .87 80.22		
Grand total of tracks, sidings and turnouts	12.88	106.09		
Laid with steel rail, main line Laid with iron rail, main line	10.50 1.88	87.02 19.07		

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 66 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

	IN NEW 1	ORK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridge	5	Feet.	1 48 12	Feet. 28 3,715 1,429	
Total	5	548	56	5,172	

## Description of Road and Equipment - (Continued).

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	13 3	9 6	10 19 3	\$6,000 10,974 5,042	149,400 126,700 126,900	13 15 13	1 2 3	3
Total	17	15	32				6	3
Caboose, 4-wheel cars Caboose, 8-wheel cars Service cars	30 1 109	::::	::::	\$600 600 112		15 15 15	:::::	
Total	140	40	2					

The Westinghouse automatic brake and Janney coupler are used on passenger trains, and hand brake and link and pin coupler on freight trains.

Point switches are used on main track.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles Total assessed value of real estate and personal property of company Length of steel rails laid during year in repairs, miles Highway crossings at grade without protection Highway crossings at grade protected by gate or flagmen. Highway crossings over or under grade Overhead obstructions less than 20 feet above track	\$55,000 00 .80 .5	18.80 18.80 86

Passenger cars are heated by steam, lighted with oil and gas, and ventilated by deck sush.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Percent
Flour Grain Meats and provisions. Live stock Lumber Pig and bar fron and steel Iron and other ores Conl and coke Petroleum and other oils Manufactures All other merchandise All other articles not included above	28,210 75,443 557 20,397 235,263 62,189 29,843 1,568,581 2,236 128,889 35,923 84,066	1.2 3.9 .0 10.10 2.0 3.2 67.7 1.5 3.5
Total	2,315,889	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	To
Employees Other, not passenger	11	,i	
Total	11	1	

## ELMIRA AND WILLIAMSPORT.

#### EMPLOYEES.

Average number of persons employed (including officials) during year...

587

For information concerning this seport, address John S. Leib, Treasurer, Northern Caural Railway Company, Baltimore, Md.

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## ERIE AND BLACK ROCK.

LESSOR.

LESSEE - NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 28, 1882.)

For history of organization, see Beport of 1885.

### Capital Stock.

	сом	MON.
•	No. of shares.	Par value.
Authorized by law or charter	250 96	\$25,000 9,600
Sumber of stockholders		. 19
fost of Road.		
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 80, 1889.
Grading, masonry and ballast	78584 15	\$2,858 35 22,367 34 10,980 77 216 80 473 82
Total cost of road	<b>†\$</b> 559 15	\$36,847 08
General Balance Sheet September Assets. Oat of road		. \$86,847 06 . 503 00
		\$37,350 08
Capital stock		

<sup>\*</sup>Ten\*per cent paid in.
†Credit.

#### Officers of the Company.

Name.	Tille.	Official Address.
RUFUS L. HOWARD AUG. R. MACDONOUGH EDWARD WHITE WILLIAM J. MURPHY	Secretary	New York city.

	•
Directors of the Company.	
Name.	Residence.
Rufus L. Howard	Buffalo, N. Y.
WASHINGTON BULLARD	Buffalo. N. Y.
HENRY I. SPRAGUE	Bunaio, N. I.
JOHN KING	New York city.
SAMILET M PETTON ID	New York City.
(IPADAR W. ()IIIWTADD	NAW YORK CITY.
AUG. R. MACDONOUGH	New York city.

Title of company, The Erie and Black Rock Railroad Company. General offices at 21 Cortlandt street, New York city. Date of close of fiscal year, September 36. Date of stockholders' annual meeting, second Tuesday in October. For information concerning this report, address A. R. Macdonough, Secretary.

## ERIE AND GENESEE VALLEY.

LESSOR.

LESSEE - NEW YORK, LARE ERIE AND WESTERN.

(Date of charter, January 24, 1868.)

For history of organization and details, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	соммон.		
	No. of shares.	Par value	
Authorized by law or charter	5,000 1,449	\$500,000 144,300	

#### FUNDED DEBT.

DESIGNATION OF LIEN.		'ears		INTEREST.		
	Date.	Term, y	Rate.	When payable.	Amount Authorised	
First mortgage	Jan. 20, 1871	15	p.c. 7	Semi-annually.	\$139,60	

#### Cost of Road.

\*Total cost of road up to September 36, 1889 .....

\$191,3

<sup>\*</sup>See statement of this company in Report of 1885.

Official Address.

Cash realized

### ERIE AND GENESEE VALLEY.

## Officers of the Company.

AT WITE.	2 100.	Official Ham cas.
WILLIAM HARTMAN	President Vice-President Secretary and Treasurer	Dansville, N. Y.
Name.	Directors of the Company.	Basidan as
Name.		Residence.
CHARLES SHEPARD ANTHONY T. WOOD WILLIAM HABTMAN JAMES KREIN T. B. GEANT JAMES C. JACESON JOHN HYLAND GEOBOE HYLAND		Dansville, N. Y. Dansville, N. Y. Dansville, N. Y. Dansville, N. Y. Dansville, N. Y. Dansville, N. Y. Dansville, N. Y. Dansville, N. Y.
GEORGE SWEET		Dansville, N. Y.
HUGH T. MCNAIR	••••••••••	Dansville, N. I.

Title of company. Erie and Genesee Valley Railroad Company. General offices at Dansville. Livingston county, N. Y. Date of close of fiscal year, September 30. Date of stockholders' aunual meeting, first Tuesday in February. For information concerning this report, address A. T. Wood, Secretary.

#### ERIE INTERNATIONAL.

LESSOR.

LESSEE - New York, Lake Erie and Western. (Date of charter, August 21, 1872.)

For history of organization, etc., see Report of 1885.

Name

## Capital Stock.

COMMON.

			on amount	
	No. of shares.	Par value.	outstanding.	
Authorized by law or charter, issued for actual cash and now outstanding		\$50,000	\$50,000	
Number of stockholders			. (	
Cost of	Road.	_		
Re	DAD.	3	Cotal cost up to Sept. 30, 1889.	
Grading, masonry. ballast				
Bu perstructure			. 57,220 54	
Rails Land and land damages.			. 118,990 04	
Ties. Fences			. 19.548 68	
Engine and car houses		<b></b> .	. 9,335 76	
Engineering expenses				
Other items. Becond track.			. 1,883 02	
Total cost of road				
			. \$501,524 00	

## REPORT OF THE RAILBOAD COMMISSIONERS.

#### General Balance Sheet September 30, 1889.

Cost of road	Assets.	
Capital stock Erie Railway Company advan New York, Lake Erie and Wes	Liabilities. ces tern Railroad Company adva	250,000 60 232,576 50 200,307 90
		<b>6351,824</b> 5
	Officers of the Company.	
AUG. R. MACDONOUGH EDWAED WHITE W.J. MURPHY  Name. JOHN'KING JOHN G. MCCULLOUGH WILLIAM LIBBEY.	Title. President	New York city. New York city. Ident
AUG. R. MACDONOUGH ANDREW DONALDSON. J. S. HAMMOND  Title of company, The Eric General offices at 21 Cortian Date of close of fiscal year, Date of stockholders' annus	International Railway Comp	

#### FITCHBURG.

(Date of charter, March 8, 1842.)

For history of organization, see Report of 1887.

## Capital Stock and Funded Debt.

CAPITAL STOCK.

	00	MMON.	PRE	PREFERRED.		
	No. of shares.	Par value.	No. of shares.	Par value.	realized on amount outstand- ing.	
Authorized by law or charter.		† †				
Issued for actual cash Issued for account of consoli- dation and purchase of rail-			51,994	\$5,199,490	\$5,199, <b>4</b>	
roads and wharf property	70,000	\$7,900,000	85,757	8,575,700	15,575,	
Total now outstanding	70,000	\$7,000,000	137,751	\$13,775,100	\$20,775,	

<sup>\*\$100,000</sup> stock authorized per mile of double track. | \$70,000 stock authorized | | | mile of single track. | | \$3,000,000 stock authorized for terminals at Boston.

## FITCHBURG.

## FUNDED DEBT.

				INTEREST,	Amount	Amount
DESIGNATION OF LIEN.	Date.	Term.	Rate.	When payable.	author- ized.	outstand- ing.
Fitchb'g Bailroad bonds.	April 1, 1874 Oct. 1, 1877 Oct. 1, 1879 Oct. 1, 1880 Oct. 1, 1880 April 1, 1882 April 1, 1883 Mar. 1, 1884 June 1, 1885 Feb. 1, 1887 April 1, 1887 Spt. 1, 1887 May 1, 1888 Mar. 1, 1889	20 20 20 20 20 20 20 20 20 20 20 10	p.c. 7 6 5 5 5 5 4 4 4 5 5 5 5	April and Oct. April and Oct. April and Oct. April and Oct. April and Oct. April and Oct. April and Oct. April and Oct. Mar. and Sep. June and Dec. Feb. and Aug. April and Oct. Mar. and Sep. May and Nov, Mar. and Sep. May Mar. and Sep. May Mar. and Sep.	\$500,000 500,000 501,000 501,000 501,000 510,000 500,000 500,000 5,001,000 1,501,000 3,001,000 2,000,000	\$500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000 500,000
Boston, B. and G. R. R. first mortgage	April 1, 1873	20	7	April and Oct.		91,300
Boston, B. and G. R. R. first mortgage	April 1, 1873	20	5	April and Oct.	•••••	299,700
second mortgage	July 1, 1875	20	3	Jan. and July		186,300
third morgage	July 1, 1875	20	6	Jan. and July	•••••	67,300
and Elevator Company mortgage note	April 5, 1887	5	4	April and Oct.	••••	500,000
oston, Hoosac Tunnel & Western Ry. debentures.	Sept. 1, 1883	30	5	Mar. and Sep.	2,600,000	1,400,000
Total	•••••					\$18,594,600

## Cost of Road and Equipment.

Additions or betterments during year ending Sept. 90, 1889.	Total cost of road up to September 30, 1889.
Frading, masonry and ballast	416,016 60 50,000 00 2,031,744 40 24,094,426 80 117,934 96 253,024 77,470 85 355,251 80 33,015 81 14,351 38 7,622 14 280,359 55
Total cost of road	\$33,413,488 97

Three per cent for five years; three and one-half per cent for second five years; four second for remaining 40 years.

## Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Locomotives	\$7,022 64 5,817 79	\$683,611 60 535,684 10 2,116,614 76
Total cost of equipment	\$12,840 43	\$3,535,921 18
Grand total cost of road and equipment	\$400,189 54	\$36,949,410 1
DETAILS OF ADDITIONS OR BETTERMENTS DU		
Real estate at Hudson	own	91,366 9 31,346 d
Troy and Greenfield Railroad and Hoosac Tunnel Improvements on Rotterdam Junction elevator and ocean	terminal prep	7,338 9
erty in Boston	and tools	64,065 T
New side tracks, passenger and fr ight stations and coal	sheds	33,461 ( 7,021 (
ety in Boston.  New shops at Fitchburg and Charlestown and machinery a  New side tracks, passenger and fr ight stations and coal a  Steam heat and air brakes for locomotives		5,817
Total	**********	\$400,139 (
Income Account for Year Ending Septe		-
	•	
Gross earnings from operation Less operating expenses (excluding all taxes)	•••••••	4,271,85
Net earnings from operation	•••••	\$1,278,473
Income from other sources, as follows, viz.:	-E0 E00 M	_
Rent of roads Rent of property	42,919 85	) <u>}</u>
Rent of property	167.326 11	Ĺ
Interest	611aa A	- 274,555
Gross income from all sources	***********	\$1,553,6%
Deductions from income, as follows, viz:		
	<b>३</b> ७७,७४,७४ व्य १७,०४७ व्य	B n
Taxes on property used in operation of road		-
Taxes on property used in operation of road  Taxes on earnings and capital stock  Taxes other than above.  Interest on unfunded debt.	} 171,705 =	8
Interest on unfunded debt	480 71	9 - 1,230,98
Surplus for year ending September 30, 1889		8323,114
General Income Account.		
Surplus for year ending September 30, 1889	\$332,114 6	3
		~ 9536.36
Less Bleachery Fire and Latimer claims arising prior to c		
Total surplus September 30, 1889	••••••	K.e.cz
DETAILED STATEMENT OF RENT	ALS.	
Vermont and Massachusetts Railroad Company: Organization expenses	- ±3.000 0	•
UI Equidomuvi Cari accolitica de la caracteria de la cara	50,000 0	Ŏ
Five per cent on \$1,000,000 bonds.	191,680 o	0
Organization expenses. Five per cent on \$1,000,000 bonds. Six per cent on \$3,193,000 stock.		
		. 12,00 . 15,40
Five per cent on \$1,000,000 bonds Six per cent on \$3,193,000 stock  Southern Vermont Railroad.  Troy and Bennington Railroad Company.  Total amount of rentals deducted from income	•••••	

## FITCHBURG.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

DARN	LNGS.		
	Passenger.	Freight.	Total.
Freight, through			
Passengers, through \$428,700 16 Passengers, local 1,286,454 39	••••••	\$3,571,360 18	\$3,571,360 18
	\$1,715,154 55	•••••	1,715,154 55
Wail	44,630 18 180,626 59	••••••	44,630 18 130,626 59
Exprese: Miscellaneous, freight Miscellaneous, passenger.		61,012 82	61.012 82
Miscellaneous, passenger	27,520 78	•••••	27,520 73
Total gross earnings	\$1,917,932 05	\$3,632,372 95	\$5,550,305 00
OPERATING			
Maintenance of way and structures:			
Maintenance of way and structures:  Repairs of track and roadbed  Steel rails laid, 6.177 tons; cost, \$74.885.61.  Bepairs of bridges (including culverts and	\$298,265 93	·	
cattle guards)	24,759 51	30,445 22	55,204 73
Repairs of stations, snops, docks, etc	55,803 82 45,040 99	59,886 47 52,117 08	115,690 29 97,158 02
cattle guards).  Repairs of stations, shops, docks, etc  Repairs of fences  Other expenses for maintenance of way and			·
structures	6,412 33	7,526 84	13,938 67
Total	\$430,282 58	\$494,285 51	<b>8924,56</b> 8 09
_ Maintenance of equipment:			
Repairs of locomotives	\$100,302 76 66,951 83	\$115,922 48 235,809 99	\$216,225 24 302,761 32
Repairs of machinery and tools	11.849 10	13,081 24	24,480 84
Repairs of locomotives	10 401 04	14 007 07	· ·
MOH 5	10,651 06	14,807 85	24,988 91
Total	\$189,234 25	\$379,121 56	\$568,355 81
Conducting transportation:			
Wages of engineers and fromen	\$127,248 89 190 100 98	\$205,440 52 202 893 11	\$382,689 41 479 508 04
Tuel for locomotives	\$127,248 89 180,109 98 198,581 78 11,748 40	292,893 11 821,270 10 15,208 90 13,200 05	\$382,689 41 472,503 04 519,851 88 26,957 30
Conducting transportation: Wages of conductors and men Wages of engineers and firemen Tael for locomotives Oil and waste Water supply.	11,748 40	15,208 90	26,957 30
Other train supplies or expenses.	11,822 50 45,969 67	83,428 03	24,522 55 79,887 70
Water supply Other train supplies or expenses Wages of station agents and clerks	51.912 93	207,651 78	259,564 66
Wages for labor at stations.	14,089 86 28,641 92	98,629 06 11,457 08	112,718 92 40,099 00
wakes of watchmen, narmen and awithin-	·	11,301 00	10,000 00
men. Other expenses for conducting transporta-	29,499 66	174,046 08	203,545 74
tion	1,671 18	93,411 41	95,082 54
Total	\$700,786 67	\$1,466,186 07	\$2,166,922 74
General expenses:			
Balaries of general officers and clerks  General office expenses and supplies  Matteners and printing	\$64,506 29	\$101,477 59	\$165,982 88
istionery and printing	6,100 25 17,808 10	8,404 14 21,979 18	14,504 89 89,787 28
tationery and printing	20,200 38 11,409 79	406 29	20,656 67
exal expenses  ess and damage of freight and baggage  mage to cattle and property	11,409 79 50 20	13,207 87 9,847 89	20,656 67 24,617 66 9,897 59
lamage to cattle and property	2,036 83	1,979 27	4,016 10
	22,358 62 32,741 81	28.811 88	51,169 95
relegraph maintenance and operation	32,741 31	37,899 23	70,640 54
Elleage of cars of other companies (debit balance)	22,924 02 21,317 56	89,068 86 77,395 07	111,992 88 98,712 63
<b>-</b>			
Total	\$221,452 85	\$390.526 22	\$611,978 57
krand total operating expenses	\$1,541,755 85	\$2,730,069 36	\$4,271,825 21

## REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet Septe	ember	30, 1889.	
Cost of road	•••••		\$33,413,488 97 3,535,921 18
· Other permanent investments, as follows, viz.:			
Bonds of other companies		. 26,420 55	2.155.331 63
Current assets, as follows, viz.:			2,139,331 63
Sash on hand. Bills receivable. Due by agents Open accounts Materials and supplies.		. 109,265 00 508,348 13 470,311 89	2,193,131 %
		•	\$41,297,878 04
			<b>VII</b> (10.10.10.10.10.10.10.10.10.10.10.10.10.1
Capital stock			\$20,775,100 00 18,634,600 00
Funded debt	• • • • • • •	•••••	18,031,000 07
Current liabilities, as follows, viz.:			
Interest on funded debt due and accrued		. 6,059 20	
Open accounts Loans and bills payable Accrued taxes not due. Accrued rentals not due		. 577,825 41 . 300,000 00 112,553 44	
Profit and loss (surplus)			1,658,780 76 329,392 28
-		-	\$41,297,873 84
Traffic and Mileage St	atisti	cs.	
ITEM. Thro	ugh.	Local.	Total.
Number of passengers carried	193,458 162,829	5,351,280 68,407,110	5,744,736 86,569,936
Number of passengers carried	93,458	5,351,280	5,744,738 88,569,939 3,500,163
Number of passengers carried	93,458 62,829 556,809 372,579	5,351,280 68,407,110 943,853 39,277,360	5,744,732 86,569,935 3,500,166 349,949,931
Number of passengers carried	93,458 62,829 556,809 372,579	5,351,280 68,407,110 943,853	5,744,738 88,569,939 3,500,163 349,949,938

ITEM.	Earnings.	Expenses.	Profit.	
		· <del></del> -		
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$1,917,932 05 834	\$1,541,755 86 268 0174	\$376,176 20 066 0012	
Average per passenger train per mile Freight earnings and expenses (including	9745	7834	1911	
miscellaneous earnings)	1 0378	2,730,069 36 78	902,303 59	
Average per ton of freight per mile Average per freight train per mile	0104 1 59	0078 1 195	9034	

## FITCHBURG.

## Traffic and Mileage Statistics - (Continued).

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Amount was a state of the same	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes.  Average rate received per mile per ton for carrying freight, all classes.	2.13	1.88	1.94
carrying freight, all classes	0.82	2.59	1.02

## Description of Road and Equipment.

	MILES OWNED. MILI			MILES LEASED.		TOTAL MILES.	
TRACK.	Length in N.Y. State.	Entire length.	Length in N.Y. State.	Entire length.	Length in N.Y. State.	Entire length	
Main line from Boston to Troy and Rotter- dam Junction, single track	89.47	189.96 109.09	5.04	62.19 7.84	89.47 30.56	252.15 116.93	
Total single track	114.99	299.05	5.04	70.03	120.03	369.08	
Second track on main line	4.51	100.56 .68		56.00	4.51	156.56 .68	
Total second track	4.51	101.24		56.00	4.51	157.24	
Sidings and turnouts	42.18	187.41	.69	29.11	42.87	216.52	
Grand total of tracks, sidings and turn- outs	161.68	587.70	5.78	155.14	167.41	742.84	
Laid with steel rail, main line	89.47	189.96		62.19	89.47	252.15	
Laid with steel rail, branches or other roads	25.52	106.09	5.04	7.84	80.56	113.98	
Laid with iron rail, branches or other roads		8.00				8.00	

Average life of rails—steel, 10 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 76 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with gravel.

## DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in Now York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Ice Watertown Marlboro Peterboro and Shirley Worcester. Ashburnham Saratoga & Schuyler- ville Turners' Falls. Bennington	Worcester, Mass. Ashburnham junction, Mass.	Mariboro, Mass Greenville, N. H Winchendon, Mass Ashburnh'm, Mass Saratoga and Schuylerville Turners'Falla, Mass	25.52	88.26 12.42 23.62 36 2.59 26.52 2.80 5.04	Owned Owned Owned Owned Owned Owned Leased Leased		.68 8.26 12.42 20.62 36 2.59 26.52 2.80 5.04	3

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment—(Continued).

No. leasedd.	le	Feet. 6.091 10,069		r. len	Fort. 13.863 4.940 in be ddinbe 'ON peddinbe
No. leased.	Total number.	Maximum 800 3,178 10,069 10 pg. 10 10 br>10 pg. 10 10 br>10 pg. 10 10 10 pg. 10 10 10 10 10 10 10 10 10 10 10 10 10 1	ife of oars.	10 10	13,583 4,940 7,390 26,913
No. leased.	Total number.	Maximum sight of each in lbs.	ife of ears.		
••••		Maximum weight of each In lbs.	Average life of each in years.	o. equipped with patent brake.	o. equipped with patent coupler.
			~	Z	<b>Z</b>
9	46 109	193,600 180,750 167,280	20 20 20	22 46 104	·····i
9	177			172	1
14	186 46	46,000 86,000		188 44	188
17	232			232	233
206	3,688 258 698 767 72 5 286	24,000 22,000 22,000 16,000 19,000 22,000		446 49 8	100
	205	17   232   205   3,688     258     698     767     72     5	17   232      205   3,688   24,000   258   22,000   698   22,000   767   16,000   72   19,000   6   22,0	205   3,688   24,000     258   22,000     698   22,000     767   16,000     72   19,000     6   22,000     6   22,000	17   232     2

Westinghouse automatic brake and Miller, Perry, Cowell, Dowling & Spooner and Hall couplers are used on cars.

Split-switches are used on road.

#### , Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company	\$1,974,268 75 19 3 2 92 6	130.78 51.47 11 8 922 95 106

Passenger cars are heated by steam from the locomotive, and lighted with center and side lamps, ventilated by deck sash. Globe and Creamer ventilators and transoms.

American and National Express Companies run over this line.

Both the Pullman's and Wagner Palace Car Companies run over this line.

Mails are carried at certain rates per mile, based on weight as established by the Postofice Department.

## FITCHBURG.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	168,278	4.81
Grain	889,724	11.1
Meats and provisions	126,906	8.61 5.87
Live stock	188,006 829,644	9.4
Lumber Pig and bar iron and steel	164,120	4.6
Iron or other ores	52,274	1.40
Coal and coke	528,308	14.9
Petroleum and other cils	86,865	1.00
panies within this State from manufactories within this State	92,081	2.6
All other manufactures	857,838	10.2
All other merchandise	440,744	12.56
All other agricultural products	282,817 847,562	9.93
Total	3,500,162	100

#### NUMBER OF ACCIDENTS.

	·- <del></del>	1	,
	Injured.	Killed.	Total.
Passengers Employees	2 47		2 58
Others	4	5	
Total	53	11	64

#### Employees.

Åπ	erage number of persons employed (including officials) during year	4,513
A.E	erage number of persons employed (including officials) during year Eregate amount of salaries and wages paid them during year	\$2,818,909 32

## Officers of the Company.

Name	Tille.	Official Address.
H. S. MARCY	PresidentVice-President	Boston, Mass.
JUHN WHITMORE	General Counsel General Traffic Manager Auditor	Roston Maga
C. L. HARTWELL	General Superintendent	Boston, Mass.
DAVIDLA GLEASON	General Passenger Agent	Boston, Mass.
A RUMAS WHITTEMORE	Clerk of Corporation	Boston, Mass.

Name.	Directors of the Company.	Residence.
E. R. PHILLIPS	•••••	Brookline Wess
Y I AMERICAN	••••••••••••••••••••••••••••••••••••••	. New York city.
Bourse Comme	••••••••••••••••	. Larton, Mass.
J. U ATIANTE		. Boston, Mass.
JAMES PERFORM IN	······································	. Quincy, Mars.
GRORGE HEIWOOD	· · · · · · · · · · · · · · · · · · ·	Concord Mess
W. A. WEER	· • • • • • • • • • • • • • • • • • • •	New York city
PANCIS SMITH	· · · · · · · · · · · · · · · · · · ·	. Bockland, Me.
골 및 및 ABCT	*******************************	Boston, Mass.
W. IL. HOLLISTER	······································	. New York city.

Title of company. Fitchburg Railroad Company.
General offices at Boston, Mass.
Date of close of fiscal year. September 30.
Date of stockholders' annual meeting, last Tuesday in January.
For information concerning this report, address C. S. Anthony, Auditor.

## FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, January 17, 1867.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	3,000	\$300,000
Issued for actual eash	500	\$50,000
Issued for the purpose of aiding the sale of bonds, the pro- ceeds of both being used in the construction of road	2,500	250,000
Total now outstanding	3,000	\$300,000

Number of stockholders .....

#### FUNDED DEBT.

		years.		INTEREST.	Amount	Amount	Cash real-
Designation of Lien.	Date.	Term, y	fatte.	When payable.	author- ized.	outstand- ing.	ized on amount outstand- ing.
First mortgage Consolidat'd mort-	July 1, 1870.	30	$p, c_i$ $7$	Jan. & July	\$300,000	\$300,000	\$255,900
gage	April 1,1881	40	6	April & Oct.	200,000	200,000	200,000
Total	***********			************	\$500,000	\$500,000	\$455,900

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889,
Grading, masonry and ballast Bridges Superstructure (including ties and rails) Land Fences Passenger and freight stations Engine and car houses, shops, machinery and tools, fuel and water stations Engineering expenses. Purchase of constructed road Telegraph line Improvements	\$1,250 00 47,880 25 3,503 54	\$199,643 15 12,545 70 113,340 08 93,581 65 10,055 52 92,513 04 11,540 40 13,028 15 191,312 22 26 60,199 88
Total cost of road	\$53,511 07	\$797,781 44

## FONDA, JOHNSTOWN AND GLOVERSVILLE.

## Cost of Road and Equipment — (Continued).

EQUIPMENT. betterments during year ending Sept. 30, 1889.	to Sept. 80,
Locomotives *\$2,317 99 Passenger cars	31,117 68 4,270 00
Total cost of equipment	\$105,279 47
Grand total cost of road and equipment	
DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR	
Purchase of additional lands for new passenger depot at Johnstown Construction of two new passenger depots of brick at Gloversville an	å1,250 00
Johnstown Construction of new freight house at Johnstown Construction of new car repair shop at Gloversville Purchase of new steel rails to take the place of old, worn out	. 47,087 77 . 792 48 . 3,508 54
iron rails	6 . - 492 14
Grading for new passenger stations. Construction of new bowling siley, Sacandaga Park. New iron bridge in place of wood treetle. Balance of purchase and repairs of two second-hand locomotives.	. 217 86 . 78 42 . 88 86 . 1,682 01
Balance for construction of two hay cars	. 5 30
Less amount received for sale of two locomotives	\$55,198 38 49,00 09
Total	\$51,198 38
Income Account for Veer Ending Sentember 20 188	α.
Income Account for Year Ending September 30, 188 Gross earnings from operation	
Gross earnings from operation. Less operating expenses (excluding all taxes)	. \$215,740 92 . 110,508 49
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Not earnings from operation.  Income from other sources as follows niz:	. \$215,740 99 . 110,503 49 . \$105,237 48
Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.	\$215,740 99 110,508 49 \$105,237 48
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.:  Miscellaneous receipts  Gross income from all sources  Deduction from income, as follows, viz.:	. \$215,740 98 . 110,503 49 . \$105,237 43 . 1,360 48 . \$106,597 98
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources	. \$215,740 98 . 110,503 49 . \$105,237 43 . 1,360 48 . \$106,597 98
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources  Deduction from income, as follows, viz.:  Interest on funded debt due and accrued	. \$215,740 98 . 110,503 49 . \$105,237 43 . 1,360 48 . \$108,597 91 0 0 42,366 98 . \$64,230 93
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources.  Deduction from income, as follows, viz.: Interest on funded debt due and accrued.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, 10 per cent	. \$215,740 98 . 110,508 49 . \$105,237 43 . 1,360 48 . \$106,597 91 0 8 0 - 42,366 98 . \$64,230 93
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources  Deduction from income, as follows, viz.:  Interest on funded debt due and accrued	. \$215,740 98 . 110,508 49 . \$105,237 43 . 1,360 48 . \$106,597 91 0 8 0 - 42,366 98 . \$64,230 93
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources.  Deduction from income, as follows, viz.: Interest on funded debt due and accrued.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, 10 per cent	. \$215,740 98 . 110,508 49 . \$105,237 43 . 1,360 48 . \$106,597 91 0 8 0 - 42,366 98 . \$64,230 93
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources.  Deduction from income, as follows, viz.:  Income from income, as follows, viz.:  Income from income, as follows, viz.:  Income from income, as follows, viz.:  Income from all sources.  Net income from all sources.  Payments from net income, as follows, viz.:  Dividends declared, 10 per cent.  Surplus for year ending September 30, 1889.	. \$215,740 98 . 110,508 49 . \$105,237 43 . 1,360 48 . \$106,597 91 0 8 0 - 42,366 98 . \$64,230 93 . 30,000 00 . \$34,230 93
Gross earnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.:  Miscellaneous receipts.  Gross income from all sources.  Deduction from income, as follows, viz.: Interest on funded debt due and accrued.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.:  Dividends declared, 10 per cent.  Surplus for year ending September 30, 1889.  General Income Account.	. \$215,740 92 . 110,508 49 . \$105,237 43 . 1,360 48 . \$106,597 91 0 8 0 - 42,366 98 . \$64,230 93 . \$34,230 93 . \$34,230 98 . 77,917 28

## REPORT OF THE RAILBOAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

	Passenger.	Freight.	Total.
Freight, local Passengers, local Mail		\$115,662 55	\$115,002 5
assengers, local	\$73,653 55		73,663 6
ail	2,070 18		2,070 1
xpress Miscellaneous, as follows, viz. :	19,077 19		19,077
Miscellaneous, as follows, viz.:			
elegraph		l i	
2,101 41	2,340 50	2,937 00	5,977
Total gross earnings	\$97,141 87	\$118,599 55	\$215,740
Operating	Expenses.		
Maintenance of way and structures:	ALL BUILDING		
lepairs of roadbed and track	\$8,877 04		\$19,973
cattle-guards)epsirs of stations, shops, docks, etc	503 80	629 80	1,133
epairs of stations, shops, docks, etc	815 25 227 26	1,019 07 284 08	1,834 511
-			
Total	\$10,423 85	\$13,029 25	\$23,459
Maintenance of equipment: epairs of locomotives and machinery	84.104 64	\$5.130 79	29,235
epairs of cars	3,166 00	3,178 04	6,344
Total	\$7,270 64	\$8,308 83	\$15,579
Conducting transportation: Sages of conductors, baggagemen and brakemen Sages of engineers, firemen and wipers uel for locomotives Il and waste Sater supply Sages of station agenta and clerks	\$3,112 50 8,254 50 4,133 41 470 05 88 19 8,982 30	\$3,438 39 4,065 37 6,221 70 562 57 109 78 6,504 20	\$6,550 7,319 10,355 1,032 197 10,486
'AGAS for Ishor at stations and handiing!	-•	0,504 20	=
freight		9,265 42	9,265
ration supplies	758 AX	965 85	1,722
ages of watchmen, flagmen and switchmen	679 64	849 55	1,529
ther expenses for conducting transporta- tion and depot privileges at Fonda	1,799 00	4,710 67	6,509
Total	\$18,276 07	\$36.693 50	\$54,969
General expenses:			
alaries of general officers and clerks	\$8,300 00	\$4,125 00	\$7,495
eneral office expenses and supplies	49 83	61 90	111
tationery and printingegal expenses	518 45	648 06 793 00	1,166 1,427
oss and damage of freight and baggage	634 40 33 88	793 00 800 00	1,471
amage to cattle and property		540 00	540
juries to persons	201 00		201
balance)ther companies (debit balance)ther general expenses and interest	***************************************	926 50	926
ther general expenses and interest	1,942 60	2,427 73	4,570
Total	\$6,679 66	\$9,822 19	\$16,501
	\$42,649 72	\$67,853 77	\$110.50

#### General Balance Sheet September 30, 1889.

Assets.	
Cost of road	\$797,781 44
COSE OF BUILDINGHE	105,279 47
Real estate	19.445 61

## FONDA, JOHNSTOWN AND GLOVEBSVILLE.

Current assets, as follows, viz.:  Cash on hand Bills receivable Open accounts Sinking fund Pay roil Accrued interest		590 88 24,010 69 14,917 89 1,486 21	\$64,401 64 \$986,910 56
LIABILIT			
Capital stock	•••••		\$300,000 00 500,000 00
Interest on funded debt due and accrued Open accounts Loans and bills payable Sundries, wages and supplies Profit and loss (surplus)			11,250 00 5,903 89 56,200 00 1,777 27 111,779 40
Traffic and Mile	age Statistic	·s.	
ITE	M.		All local. 232,996
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	••••••••••		2,495,704 114,392 1,175,839
Passenger train mileage	••••••		34,282 16,058 12,512
Total train mileage		······	62,852
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$97,141 87 417 0389	\$42,649 72 188 0171	\$54,491 65 234 0218
mile Freight, earnings and expenses (including miscellaneous earnings)	2 08	91	1 17
Average per ton of freight carried.	118,599 55 1 03 10	67,853 77 59 057	50,745 78 44 043
mile.	4 15	2 87	1 78
Ite			All local.
Computed on earnings from carrying pas Average rate received per mile for carrying passes are received per mile per ton for ca	assengers, all	classes	Cents. 2.95 9.8
Description of Road		Mil	les owned, all
Main line, from Fonda to Northville, single t. Sidings and turnouts on main line	rack		N. Y. State. 26.17 3.95
Total tracks, sidings and turnouts			80.12
Laid with steel rail, main line		=	13.50 12.67
Weight of rails per yard—steel, 56 lbs., iro	n, 56 lbs.; gau	ge of track, 4 fe	st 8 % inches;

#### REPORT OF THE RAILROAD COMMISSIONERS.

### Description of Road and Equipment - (Continued).

·	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridges	8 5	Feet. 333	
Total	13	670	

EQUIPMENT.	No. owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	2 3	\$7,190 98 11,246 57	:::::	::::::
Total,	5		.,,,,,,	
First-class passenger cars	10 8	\$3,040 86 1,590 00	10	10,
Total	18		13	12
Box freight cars. Flat freight cars Caboose, 4-wheel car	11 12 1	688 50 630 00 430 00		
Total	24			

Eames' vacuum brake and Janney coupler used on passenger cars.
Split and stub switches are used on road, new split switches taking the place of stub switches as fast as the latter are worn out.

#### Miscelianeous Statistics.

ITEM.	N. Y. State.
Highway crossings at grade without protection	3

Passenger cars are heated by coal stoves, hot air being carried along the sides of car: lighted by kerosene lamps, and yentilated by ventilators in sides of car and in elevations in roof.

The contract with the government for the transportation of mails is at the rate of \$2,109.64 a year.

#### \*DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour		2,81 1.41
Meats and provisions	3,975	3.48
Lumber	15,000	18.11

<sup>\*</sup> Freight divisions estimated except coal.

### Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent.
Fig and bar iron and steel.  Coal	89,739 2,070	0.31 34.74 1.81 26.78 8.19 7.16
Total	114,392	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger Baployee. Others		1 1 1	· 1
Total		3	4

#### EMPLOYEES.

Average number of persons employed (including officials) during year...
Agregate amount of salaries and wages paid them.....

128 \$63,028 03

#### Officers of the Company.

Name.	Title.	Official Address.
W. J. HEACOCK	President	Gloversville, N. Y.
D. A. WELLS	Vice-President	Johnstown, N. Y.
JOHN MCNAB	Treasurer Secretary and Supering	Gloversville, N. Y.
L CATEN	Secretary and Supering	tendent. Gloversville. N. Y.

Directors of the Company.

Directors of the Company.	
Name.	Residence.
W. J. HEACOCK	Gloversville, N. Y.
JOHN MCNAB.	Gloversville, N. Y.
L Caten	Gloversville, N. Y.
C. W. JUDSON	Gloversville, N. Y.
A. D. T. BAKEB	Gloversville, N. Y.
H. H. PETTIT.	Gloversville, N. Y.
D. A. Wells	Johnstown, N. Y.
L Veghtr	Johnstown, N. Y.
L WADE	Johnstown, N. Y.
H. VEGHTE	Johnstown, N. Y.
N. LITTAUEB.	New York city.
G. F. Milis	Fonda. N. Y.
D. B. Judson	Kingsboro, N. Y.

Ttle of company. Fonda, Johnstown and Gloversville Railroad Company. General offices at Gloversville, N. Y.
Date of close of fiscal year, September 30.
Date of stock holders' annual meeting, second Tuesday in January.
For information concerning this report, address L. Caten, Secretary.

#### GARNERVILLE.

#### LESSOR.

LESSEE - NEW JERSEY AND NEW YORK. (Date of charter, September 14, 1875.)

Capital Stock.		
	соммон.	
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	550	\$55,000
Cost of Road.		
		Total cost of

ROAD.	Additions or betterments.	Total cost of road up to September 30, 1889.
Grading, masonry and ballast	6,280 50 2,984 04 2,096 65	*\$25,016 28 11,602 60 12,571 42 3,481 45 1,783 40
Total cost of road	\$12,379 40	\$54,455 15

DETAILS OF ADDITIONS OR BETTERMENTS.	
Grading, etc. Trestles 1, 2, 3 and 4 Ties, bolts, spikes, etc. (superstructure) Land	2.984 04
Total	

#### Officers of the Company.

Name.	Title.	Official Address
CHARLES C. BIRDSEYE	SecretaryEngineer	New York city. Fishkill, N. Y.

Directors of the Company,	•
Name.	Residence.
CHRISTOPHER Y. WEMPLE	Garnerville, N. Y.
JUSTIN ARNOLD	Oneida. N. Y.
JOHN D FOUQUET	Fishkill, N. Y.
JAMES H. TAYLOR	Garnerville, N.IY.
CHARLES C. BIRDSEYE	New York city.
JAMES A. RICH	New York city.
OSCAR HUSSA	New York city.
ARTHUR THOMPSON	New York city.
H. C. Dodge	Moniciair, N. J.
JOHN NELSON	Pougnkeedele, N. I.

Title of company, Garnerville Railroad Company.
General offices at Garnerville, N. Y.
Date of close of fiscal year, January 1.
For information concerning this report, address Charles C. Birdseye, Secretary,
No. 10 Worth street, New York city.

 $<sup>^{\</sup>circ}$  4.714.77 increase as compared with report of 1888 not accounted for in additions and betterments for year 1889.—R.~R.~Commissioners.

#### GENESEE VALLEY CANAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.
(Date of charter, July 15, 1880.)

For history of organization, see Report of 1885.

Capital Stock.

	COMMON.		Cash realize
	No. of shares.	Par value.	on amount outstanding
athorized by law or charter and now outstanding	11,140	\$1,140,000	\$1,140,00
umber of stockholders	•••••		. 1
Officers of the	e Company.		
Name. Tille.		Officia	l Address.
A. N. MARTIN President.		New V	ork city.
J. R. TRIMBLE Secretary.		Philad	elphia. Pa.
F. S. BUELL Treasurer		Buffal	o, N. Y.
WM. L. DOYLE Auditor		Buffal	o, N. Y.
	he Company.		
Name.		Re	sidence.
G. CLINTON GARDNER			ork city.
C. H. CLARK			elphia, Pa.
B. K. Jamison		Philad	elphia, Pa.
E. W. CLARK		Philad	elphia, Pa.
J. N. Seligman			
E. F. WINSLOW			
A. N. MARTIN	• • • • • • • • • • • • • • • • • • • •	New Y	ork city.
C. H. ALLEN	•••••	New 1	ork city.
John Dougherty	• • • • • • • • • • • • • • • • • • • •	New Y	ork city.
R. L. OWEN			
B. C. Rumsey			
	••••••	Duna	01 211 21
P. P. PRATT  Title of company, Genesee Valley Canal R General offices at New York city, Date of close of fiscal year, September 30. For information concerning this report, a	ailroad Compa	ny.	o. N. Y.

#### GENESEE VALLEY TERMINAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.
(Date of charter, August 14, 1882.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	1		<del></del>
	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter and now out- standing.	5,000	\$500,000	\$479,570
Number of stockholders			. 44

#### GARNERVILLE.

LESSOR.

LESSEE - NEW JERSEY AND NEW YORK. (Date of charter, September 14, 1875.)

#### Capital Stock.

47.7.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.			
	COMMON,		
	No. of shares.	Par value	
Authorized by law or charter, issued for actual cash and now outstanding	550	\$55,10	

#### Cost of Road.

ROAD.	Additions or betterments.	Total cost of road up to September 30, 1880.
Grading, masonry and ballast	\$1,018 21 6,280 50 2,984 04 2,096 65	*803,018 11 11,000 12,801 3,601 1,000
Total eost of road	\$12,379 40	\$51,475 13

DETAILS OF ADDITIONS OR BETTERMENTS.	
Grading, etc. Trestles 1, 2, 3 and 4 Ties, bolts, spikes, etc. (superstructure) Land	\$1,005 E 6,95 E 2,306 6 2,306 6
Total	\$15,275

#### Officers of the Company.

Name.	Title.	Official Address
CHARLES C. BIRDSEYE	Secretary Engineer	New York city. Fishkill, N. Y.

Name.	Residence.
	- 1 1 P
CHRISTOPHER Y. WEMPLE Gr	arnerville, N. 1.
JUSTIN ARNOLD Or	ieida. N. Y.
JOHN D. FOUQUET Fi	shkill, N. Y.
JAMES H. TAYLOR Gr	trnerville, N.W.
Charles C. Birdseye	w York city.
James A. Rich Ne	w York city.
OSCAR HUSSA Ne	w York city.
ARTHUR THOMPSON No	w York city.
H. C. Dodge Me	ontelair, N. J.
JOHN NELSON Po	oughkeepsie, N. L.

Title of company, Garnerville Railroad Company.
General offices at Garnerville, N. Y.
Date of close of fiscal year, January 1.
For information concerning this report, address Charles C. Birdseye, Secretary No. 10 Worth street, New York city.

<sup>\*4,714.77</sup> increase as compared with report of 1888 not accounted for in additional betterments for year 1889.—R. R. Commissioners.

#### GENESEE VALLEY CANAL.

LESSOR.

Lessee — Western New York and Pennsylvania. (Date of charter, July 15, 1880.)

For history of organization, see Report of 1885.

Capital Stock.

. Stock.		
COMMON.		Cash realized on amount
No. of shares.	Par value.	outstanding.
	\$1,140,000	\$1,140,000
		. 1
e Company.		
an anniegen er	Officia	l Address.
he Company.	Re	sidence.
	New Y Philad Philad Philad New Y New Y New Y New Y New Y	ork city. elphia, Pa. elphia, Pa. elphia, Pa. ork city. ork city. ork city. ork city. ork city.
֡֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜	No. of shares.  11,140  te Company.	No. of shares. Par value.  11,140 \$1,140,000  Re Company.  Officia New Y Philad Buffal Buffal Philad Philad Philad Philad New Y New Y New Y New Y New Y

Pate of close of fiscal year, September 30.
For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

### GENESEE VALLEY TERMINAL.

LESSOR.

Lessee — Western New York and Pennsylvania. (Date of charter, August 14, 1882.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK

umber of stockholders.....

CAPITAL	STOCK.		
	COMMON.		Cash realized on amount
A Company	No. of shares.	Par value.	outstanding.
uthorized by law or charter and now out-	5,000	\$500,000	\$479,570

44

Income Account for Month Ending September 30, 1889.	
Gross earnings from operation	\$45,063 (0 48,963 (0
Net loss from operation	\$3,870 60
Deductions from income, as follows, viz.: Taxes on property used in operation of road	977 13
Deficit for month ending September 30, 1889	\$4,848 83

## Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

EAR	NINGS.		
	Passenger.	Freight.	Total.
Freight, local Passengers, local Mail	1 848 02	\$30,528 52	\$30,533 52 9,903 74 848 02
Express Telegraph receipts Rents	970 16 85 04 14 00	105 18 42 00	370 16 140 22 56 00
Ithaca docks		3,241 36	3,941 %
Total gross earnings	\$11,170 96	\$33,912 06	\$45,083 02
	Expenses.		
Maintenance of way and structures:		_	
Steel ralls laid Repairs of roadbed Repairs of bridges (including culverts and			\$1,668 07 10,008 47
Repairs of bridges (including culverts and cattle guards)			645 08
cattle guards)			1,597 58
Repairs of fences		••••••••••	561 55
structures		•••••	103 12
Total	•••••		\$14,583 67
Maintenance of equipment:			
Repairs of locomotives			\$81 18
Repairs of cars	\$2,178 94	\$794 30	2,966 24 39 09
ment	•••••		89 37
Total			\$3,127 86
Conducting transportation:		·	
Wages of conductors and men	\$940 92 1,078 58	\$3,965 85 3,887 44	84,906 77 4,466 02
Fuel for locomotives		0,001 12	6,119 20
Water supply Other train supplies or expenses			234,67
Other train supplies or expenses	••••		160 91
Wages of station agents and cierks	<b></b>	•••••	1,677 43
Wages for labor at stations	•••••		36 97
Station supplies. Wages of watchmen, flagmen and switchmen	*************	•••••	20 70
Other expenses for conducting transporta-			5,800 93
Total	•••••		\$24,018 69
			<u> </u>
General expenses: Salaries of general officers and clerks	) 1	1	22.05
Outside agencies and advertising		************	20
Loss and damage of freight and baggage	************	\$31 64	<b>11 II</b>
Telegraph maintenance and operation Mileage of cars of other companies (debit	*************	•••••	1,539 81
halance)	\$619 09	4,615 42	5,234 51
Other general expenses			45 34
Total			\$7,223 85
Grand total operating expenses	•••••	••••••	\$48,968 <b>C</b>

#### Traffic and Mileage Statistics.

Passenger train mileage	14,470
Freight train mileage	13,140
Coal train mileage	27,920
Total train mileage	55,530

#### Description of Road.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Maine line, from State line to Geneva, single track	75.033 38.523	8.834	75.033 42.357
Total single track	113.556	3.834	117.39
Sidings and turnouts on main line	22.07 7.69	•••••	22.07 7.69
Total sidings and turnouts	29.76		29.76
Grand total of tracks, sidings and turnouts	143.316	3,834	147.15
Laid with steel rail, main line	75.033 38.523	3.834	75.033 42.357

Average life of ties, 6 years: weight of rails per yard—steel, 58 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.
Cayuga branch Willard branch	Ithaca	Cayuga State farm	38.523 3.834	Owned'. Leased.	38.523 3.834

	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridges	30 1 15	Feet. 2,104 132 1,191	
Total	46	3,427	

Westing house automatic air brake and Miller coupler in use on passenger trains; ordinary brake and coupler on freight trains. There are thirty-eight Lorenz and six Wharton safety switches on road.

#### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	129 8899,564 00
Length of steel rails laid during the year in repairs, miles	1,13
Length of iron rails laid during the year in repairs, miles	3
Railroad crossing road over or under gradeHighway crossings at grade without protectionHighway crossings at grade protected by gates or flagmen	106 2
Highway crossing over or under grade	. 1

Passenger cars are heated by steam, lighted with lamps and ventilated by ordinary ventilators.

### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.
Flour	34
Grain	755
Meats and provisions	521
Live stockLumber	1 907
Pig and bar iron and steel.	33
Coal and coke	50,275
Petroleum and other oils	
All other merchandise All other agricultural products	8,819 2,511
Total	65,057

#### EMPLOYEES.

Average number of persons employed (not including officials) during year.

Aggregate amount of salaries and wages paid them during year.......

993 122 . RSA 45

#### Officers of the Company.

Name.	Title.	*Official Address.
E. P. WILBUB		
CHARLES HARTSHORNE		
ROBERT H. SAYRE		
JOHN B. GARRETT		
JOHN R. FANSHAWE		
WILLIAM C. ALDERSON	Treasurer	

#### Directors of the Company.

Name.	Residence.
ELISHA P. WILBUB	South Bethlehem, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
ROBERT H. SAYRE	South Bethlehem, Pa.
JOHN B. GARRETT	Philadelphia, Pa.
William Stevenson	Sayre, Pa.
HOWARD ELMER	Waverly, N. Y.
Franklin C. Cornell	Ithaca, N. Y.
DAVID B. STEWART	Ithaca, N. Y.
Wilson S. Bissell	Buffalo, N. Y.
R. A. LAMBERTON.	South Bethlehem. Pa.
JOSEPH S. LEWIS.	Geneva. N. Y.
GEORGE M. DIVEN	
EUGENE DIVEN	

<sup>\*</sup> Not given.

#### GLENDALE AND EAST RIVER.

#### LESSOR.

LESSEE - NEW YORK, BEOOKLYN AND MANHATTAN BEACH.

OPERATED BY THE LONG ISLAND.

(Date of charter, March 26, 1874.)

For history of organization, see Report of 1885.

#### Capital Stock.

	COMEN	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	5,000 971	\$500,000 97,100	\$7,480
Number of stockholders	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. 10
Cost of F	Road.		
Total cost of road up to September 30, 1889			. \$176,626 39
General Balance Sheet	Sentember 20	1880	
Asset	-	, 1000.	
Cost of road		••••••	. \$176,626 39 . 7,460 00
			\$184,086 39
Liabilit	TTER.		
Ompital stock		• • • • • • • • • • • • • • • • • • • •	. \$7,460 00 176,626 89
	•		\$184,086 39
Officers of the	Company.		
Name. Title.		Official Add	ress.
AUSTIN CORBIN. President.  H. W. MAXWELL. Vice-President.  W. G. WHEELEE. Treasurer.  F. McDonough. Secretary and Ass	t. Treasurer. 1	92 Broadway 92 Broadway 92 Broadway 92 Broadway	, N. Y. city, , N. Y. city, , N. Y. city, , N. Y. city.
	Company.		
Directors of the		Residence.	D-
Name.			. Pa.
Name. Austin Corbin J. Rogers Maxwell	I	Philadelphia, Brooklyn, N.	Y.
Name. Austin Corbin J. Rogers Maxwell		Brooklyn, N.	Y.
Name. Austin Corbin J. Rogers Maxwell		Brooklyn, N. New York cit Hollis P. O., I Hushing, L.	Y. V. V. Y. L., N. Y.

Title of company, Glendale and East River Railroad Company. General offices at 192 Broadway, New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Wednesday of November. For information concerning this report, address J. D. Campbell, General Counsel.

#### GLENS FALLS.

OWNED BY RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 20, 1867.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

				COMMON.					Cash realized on amount		
				No. of sha	res.	Par	value.		amount estanding.		
Authorized by law or Issued for actual cas	charter h and now	outstanding		rter d now outstanding		2,	,000 966	- :	\$200,000 98,600		\$96.600
G	•	]	FUND:	ED DEBT.		_			1,7,7 14		
	ESIGNATION OF Date.		NTEREST.					Cash			
Designation of Lien.				When payable.			outstar	Amount res utstand-on a ing.			
First mortgage	1869	35	p.c. 7	Jan.&July	\$1	25,000	\$10,0	000	\$10,000		
Bridges. Superstructure (incl. Land damages. Passenger and freigl Engine and car hous Engineering expens Road built by contra Telegraph line	nt stations. les. es. ct, betweer	Fort	Edw	ard and Gler	ns Fa	lls			71,396 09 18,809 97 27,779 02 2,811 24 6,275 57 250,000 00 1,056 98		
Total cost of road	1	• • • • • •	•••••	• • • • • • • • • • • • • • • •	• • • • • •	•••••		-	\$456,431 35		
•			AE	eet Septem sers.		30, 18	39.				
Cost of road									0456 431 35		
Cost of road	• • • • • • • • • • • • •			•••••	• • • • • •	• • • • • •	• • • • • • • • • • • • • • • • • • • •		\$456,431 35		
Capital stock Funded debt	••••••		Liab	ilities.	••••		• • • • • • • •		\$456,431 35 \$96,600 00 10,000 80		
Capital stock Funded debt Current liabilities, a Expended by Rensse Expended by Delaws	s follows, vollaer and Sa	iz.: iratog	Lian a Raj	ILITIES,	any.	ensio	of road		\$96,600 00 10,000 00 143,400 00		
Current liabilities, a	s follows, vollaer and Sa	iz.: iratog	Lian a Raj	ILITIES,	any.	ensio	of road		\$96,600 00 10,000 6		

<sup>†</sup> Officers and Directors of the Company.

Title of company, Glens Falls Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, September 30,
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address George H. Cramer, President.

Guaranteed by the Rensselaer and Saratoga Railroad Company.
 Same as Rensselaer and Saratoga, see Lessor report of that company.

### GOSHEN AND DECKERTOWN.

LESSOR.

LESSEE — New York, Lake Erie and Western.

(Date of charter, February 22, 1867.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

		•				-				·= ·
					!	сомм	ion.			sh realized
					No. of sha	res.	Par v	alue.		amount tstanding.
authorized by law saued for actual c	or charter ash and now	oute	stand	ling	36 9	,000 ,619	•	360,000 96,190	· ··	\$96,190
lumber of stockho		_								94
			Fuj	NDEI	DEBT.					
DESIGNATION OF LIEN.	Date.	Term, years.		INT	EREST.  When	aut	ount thor-	Amou outsta	nd-	Cash realized on amount outstand-
•		Ter	Rate.	1	wnen oayable.	!	,	- <b></b> -		ing.
first mort. bonds.	July 1. 1868 Nov. 1, 1869	40 20	p.c. 6 7				40,000 60.000	\$186, 60,	500 000	\$186,500 60,000
Total		ļ				\$3	00,000	\$246,	500	\$246,500
rading, masonry ridgesails	••••••	••••				· · · · · · · · · · · · · · · · · · ·			Se	s115,340 00 4,150 00 117,079 63 87,610 00 7,887 50
and damages assenger and frei ngine and car hou aterest and discou	ght stations uses int charged t		nstr	ucti	on:					1,000 00 8,633 62 50,989 25
and damages assenger and frei ngine and car hou aterest and discou	ght stations uses int charged t ract	o co	nstr	ucti	o <b>n</b> :			• • • • • • • • •	::	8,633 62
and damages.  assenger and frei  ingine and car honterest and discouload built by continuous  Total	ght stations uses uses ant charged tract.  me Account acome, as fold debt due and seconds.	for lows	Yes , viz. crue	ucti	on	epter	mber	30, 1889	·· · ·	8,633 62 50,989 25 \$342,690 00 \$19,635 00
and damages assenger and frei ngine and car ho iterest and discor oad built by cont  Total  Inco ental from lessee. Deductions from iterest on funded laries	ght stations uses unt charged tract	for lows	Yes , viz.	ucti	onding S	eptei	mber	\$15,390 200 157 57	00 00 44 71	\$,633 62 50,989 25 \$342,690 00 \$19,635 00
and damages assenger and frei Engine and car hon nterest and discor Total  Incor ental from lessee. Deductions from in nterest on funded alaries ncidental expense exce on capital si	ght stations uses Int charged tract  me Account  accome, as foll debt due and seconds  r ending Sept	for cows	Yes , viz. crue	d	onding Some Acco	epter	mber	\$15,390 200 157 67	000044	8,633 62 50,989 25 \$342,690 00

## REPORT OF THE RAILROAD COMMISSIONERS.

#### General Balance Sheet September 30, 1889.

Cost of road	Assets.	\$342,690 0
Current assets, as follows, viz.		
Cash on hand	·	4,961 8
		\$347,041 3
Capital stock.		948 800 0
Profit and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	4,351 3
		\$347,041 3
	Officers of the Company.	
Name.	Title.	Official Address.
George W. Murray Robert Young George A. Denniston, Jr	PresidentVice-President Secretary and Treasu	Goshen, N. Y. Florida, N. Y. rer Goshen, N. Y.
D	irectors of the Company	
Name.		Residence.
GEORGE W. MURRAY	• • • • • • • • • • • • • • • • • • • •	Goshen, N. Y.
ROBERT YOUNG	• • • • • • • • • • • • • • • • • • • •	Florida, N. Y.
LEWIS WILLCOX	•••••	Goshen, N. Y.
TOWN C. Sminner		Florida, N. Y.
CHAUNCEY HITTOR	• • • • • • • • • • • • • • • • • • • •	New 1 ork city.
DANIET, BAILEY		Glenwood N I
STEWART YOUNG		Florida N V
CURTICE M. VAII.		Florida N V
W. W. GIBBS	************************	Philadelphia Pa
GEORGE GRIEB	<b> </b>	Goshen, N. Y.
ALFRED B. POST		Goshen N. Y.
George A. Denniston, Jr.		Goshen, N. Y.
Title of company, Goshen an General offices at Goshen, N.	d Deckertown Railway Com Y.	pany.

Date of close of fiscal year, July.

Date of close of fiscal year, July.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address George A. Denniston, Jr., Secretary.

#### GREENE.

LESSOR.

LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, October 18, 1869.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	ООМ	MON.
	No. of shares.	Par value.
Authorized by law or charter, issued on account of con- struction and now outstanding	2,000	\$300,000

Number of stockholders ....

#### FUNDED DEBT.

	<del></del>	1 -	1	<del></del>	<del></del>	<del></del>
Designation of Lien.	Date.	years	d INTEREST.		Amount author-	Amount outstand-
DESIGNATION OF LIEN.	Date.	Date.		When payable.	ized.	ing.
First mortgage	Dec. 2, 1872.	30	p.c.	June & Dec.	\$200,000	*\$200,000
Co	st of Road	and		aipment.	road	otal cost of I up to Sept. 30, 1889.
Grading, masonry and ballast Bridges. Superstructure (including ties Land, land damages and fenc Passenger and freight stations and tools, fuel and water sta Interest and discount charged				ses, shops, m		\$107,928 43 45,236 49 101,115 08 78,479 46 1,638 54 28,487 50
Total cost of road						<b>\$362,885</b> 50
	Eour	DW#	NT.			<del></del>
Locomotives Mail, baggage and express can Freight and other cars	rs					\$28,500 00 8,000 00 700 00
Total cost of equipment	· • • • • • • • • • • • • • • • • • • •		. <b></b>			\$37,200 00
Grand total gost of road and e	quipment			•••••		\$400,085 58
Rental paid by lessee directly to Twelve months' interest on sta Twelve months' interest on bo	ock				·····	\$12,000 00 14,000 00 \$26,000 00
					****	#20,000 VE
General l			-	mber 30, 18	89.	
Cost of road		BETS		••••••		\$362,885 50 \$7,200 00
						\$400,085 50
Dapital stock	Liabi					\$200,000 00
Funded debt	••••••	• • • • •	••••	• • • • • • • • • • • • • • • • • • • •		200,000 00
Due lessee for advances						85 50
					_	\$100,085 50
Descrip	tion of Ros	d s	nd	Equipment	Wil	owned -11
	TE	ACK			in N	owned, all Y. State.
Main line, from Chenango For Bidings and turnouts on main	ks to Greene.	sin	gle t	rack		8.10 .65
Total of tracks, sidings and	l turnouts					8.70
Laid with steel rail, main line.		••••				8.10

<sup>\*</sup>Issued and delivered at par to lessee for building road.

#### Description of Road and Equipment - (Continued).

<b>D</b>	ENTIRE LINE STA	
Bridges.	Number.	Aggregate length.
Iron bridges	3 1 2	Feet. 650 24 2,136
Total	6	2,810

Equip <b>me</b> nt.	No. owned.	Ачетаке cost of each.	Maximum weight of each in 1bs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 6-drivers	1	\$9,300 9,000	140,000 186,000	15 15	·····i	
Total	2		•••••		1	,
First-class passenger car	1	\$4,500	57,600	15	. 1	I
Caboose, 4-wheel car	1	\$450	9,000	10	*****	

Westinghouse automatic air brake and Miller courler are used on passenger car. Wharton and split switches are in use on entire line.

#### Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

Passenger car heated from December 1, 1888, by steam heat, under the Gold system lighted by oil lamps, and ventilated by transom ventilators.

Highway crossings at grade without protection.....

### Officers of the Company.

Name.	Titlė.	Official Address.
JOSEPH E. JULIAND FREDERICK H. GIBBENS	Vice-President Secretary and Treas. Assistant Treasurer. Assistant Secretary. General Manager	26 Exchange place, N. Y. city. Greene, N. Y. 26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. Beranton, Pa.

		_	_	
Directors	of	the	Compan	v.

Name.	Residence.
MAURICE BIRDSALL	Binghamton, N. Y.
FREDERICK E. BARNARD	Greene, N. Y.
ELIAS B. JACKSON	
Frederick Juliand	
JOSEPH E. JULIAND	
WILLIAM J. RUSSELL	
BENJAMIN A. WELSH	Greene, N. Y.
SAMURL SLOAN	
PERCY R. PYNE	New York city.
Frederick H. Gibbens	New York city.
FRED F. CHAMBERS	New York city.

Cash realized on amount outstanding.

Title of company, Greene Bailroad Company.
General offices at Greene, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Thursday in October.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor. Delaware, Lackawanna and Western Railroad Company, 26 Exchange place, New York city.

#### GREENWICH AND JOHNSONVILLE.

(Date of charter, September 6, 1879.)

For history of organization, see Report of 1885.

#### Capital Stock.

COMMON.

Par value.

No. of shares

Authorized by law or charter	1,500	\$150,000 118,000	\$118,000
Cost of Road as	nd Equipment.	T.	otal cost up to
Ro	AD.	-	Sept. 30, 1889.
Grading, masonry and ballast		• • • • • • • • • • • • • • • • • • • •	21.707 66 1.728 25
Total cost of road	• • • • • • • • • • • • • • • • • • • •		\$125,829 83
Locomotives Equipm Passenger cars Freight and other cars		<b></b>	3,397 58
Total cost of equipment			\$9,054 54
Grand total cost of road and equipment	••••••		\$134,384 37
Income Account for Year E	nding Septemb		
Gross earnings from operationLess operating expenses (excluding all taxes	3)	• • • • • • • • • • • • • • • • • • • •	\$41,585 10 28,907 04
Net earnings from operation			
Rent			
Gross income from all sources  Deductions from income, as follows, viz.:  Taxes on property used in operation of road  Taxes on earnings and capital stock  Taxes other than above		. \$466 68 . 427 31	•
			968 74
			\$11,807 32
Net income from all sources			
Net income from all sources			10,030))

#### General Income Account.

Surplus for year ending September 30, 1889	\$1,777 33 19,273 06
Total surplus September 30, 1889	\$21,050 38

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

	Passenger.	Freight.	Total.
Freight, local Passengers, local Mail, Express	\$15,029 92	\$24,999 42	\$34,999 42 15,029 92 655 76 900 00
Total gross earnings	\$16,585 68	\$24,999 42	\$41,585 10
Operating	Expenses.	·	
Maintenance of way and structures :			
Renairs of track	\$3.247 02	\$1,082 34	\$4,329 %
Steel rails laid	260 69	86 89	347 58
Repairs of roadbed Repairs of bridges (including culverts and	3,168 67	1,056 22	4,224 (5)
cattle-guards)	287 48	95 82	383 30 551 88
Repairs of fences	413 91 104 55	137 97 34 85	139 40
Total	\$7,482 32	\$2,494 09	\$9,976 fl
!		- balantar b	
Maintenance of equipment: Repairs of locomotives	*** *** ***	***** *** ***	40 FF1 T0
Repairs of cars	\$2,081 64 1,912 30	\$693 88	1.912 30
isopans of cars	1,512 50	distriction .	1,915 50
Total	\$3,993 94	\$693 88	\$4,687 82
Conducting transportation:			
Wages of conductors and men	\$1,413 00	\$471 00	\$1,884 00
Wages of engineers and firemen	1,728 00	576 00	2,304 00
Fuel for locomotives	2,973 29	991 09	3,964 38
Oil and waste	221 25	73 75	295 00
Wages for labor at stations	702 00 720 00	234 00	936 00
Station cumpling	225 00	240 Q0 75 Q0	300 00
Station suppliesOther expenses for conducting transporta-	225 00	15 00	200 10
tion	53 44	17 81	71 35
Total	\$8,035 98	\$2,678 65	\$10,714 60
(			
General expenses: Salaries of general officers and clerks	\$1,125.00	\$375 00	\$1,500 00
Stationery and printing	284 96	94 98	379 94
Insurance	304 13	101 37	4(15.5)
Insurance	46 42	15 47	61 8
balance)Other general expenses	509 30 376 35	169 76 125 44	679 B
Total	\$2,646 16	\$882 02	\$3,528 1
		\$6,748 64	\$28,907 0
Grand total operating expenses	\$22,158 40	\$6,748 61	\$28,901 0

### General Balance Sheet September 30, 1889.

	Assets,
Cost of road and equipment.	

Current assets, as follows, viz.:	
Current assets, as follows, viz.:	73049
Sash on hand	1.943 0
Bills receivable	2,333
Metarials and supplies	900

\$139,060 10

## GREENWICH AND JOHNSONVILLE.

Liabit	ITIES.		
Capital stockProfit and loss (surplus)	•••••		\$118,000 00 21,050 88
		-	\$189,050 \$8
Traffic and Mile	eage Statistic		
Number of passengers carried			All local. 30,058 420,812 35,356 494,984
Passenger train mileageFreight train mileage			27,544 9,890
Total train mileage			36,934
ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$16,585 68 55 039 60 24,999 42 70 05 2 68	\$22,158 40 73 052 80 6,748 64 19 013 72	\$5,572 72 18 01\$- 20 Profit. 18,250 78 51 037
ITEN Computed on earnings from carrying pas Average rate received per mile for carrying p Average rate received per mile per ton for ca	sengers and froassengers, all	classes	All local. Cents. 3.6 5.0
Description of Road	l and Equips	Mile	es owned, all
Trac Kain line from Greenwich to Johnsonville, si Bidings and turnouts on main line	ingle treek	in	N. Y. State.
Grand total of tracks, sidings and turnor			
aid with steel rail, main line			18.75 .90

Average life of rails — iron. 15 years; average life of ties. 8 years; weight of rails per yard — steel, 60 lbs.; iron. 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridge	1 24 3	Feet. 22 610 350	
Total	28	982	

#### Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each	No. equipped	No. equipped with patent
Locomotives, 4-drivers	2	\$6,500	72,00		
First-class passenger car	1 1	:::::		; ;	
Total	2				1
Flat freight cars	3		••••	.	ļ
Miller platform and buffer, and Westinghouse express cars. Automatic safety and ordinary switches are in u			sed o	n passe	nger and
Miscellaneous Sta	tistics	:		Enti	re line in
ITEM.				N. Y	. State.
Railroad crossing road at grade	•••••	• • • • • • • • • • • • • • • • • • • •		•••	12
Passenger cars are heated by coal stoves, light by ventilators in deck. National Express Company runs over this line a The United States government pays for transpo years.	nd pays rtation	\$75 per of mails	mont	h.	
Description of Freigi Item.	нт Моч	ED.			Гоппада
Flour. Grain Live stock. Lumber. Iron or other ores Coal and coke. Petroleum and other oils Manufactures All other merchandise All other articles not included above.	•••••				296 1,083 31 3,465 398 9,066 154 8,722 1,655 5,456 5,451
Total					35.15
Accidents.					
		Injur	red.	Killed.	Total
Employees			1	1	1
		-			

Officers of the Company.

WM. D. ROBERTSON President. North Greenwich, N. Y. HORTON COTTRELL Vice-President Greenwich, N. Y. E. H. GIBSON Secretary. Greenwich, N. Y. C. M. VAN NESS Treasurer Greenwich, N. Y. J. H. THOMPSON Superintendent Greenwich, N. Y.

Name.

Official Address.

14

#### Directors of the Company.

Name.	Residence.
WM. D. ROBERTSON	. North Greenwich, N. Y.
HOBTON COTTRELL HENRY GRAY	
J. H. Thompson	
W. L. Cozzrns	
W. L. Mowry E. H. Gibson	
WALDEN EDDY	. Greenwich, N. Y.
CHARLES GRIFFIN	Greenwich, N. Y.
A. B. COLE C. H. VAN NESS	
EDWARD WHITESIDE	Allensborough, N. Y.
ROBERT MCMURRAY	. West Cambridge, N. Y.

Title of company, Greenwich and Johnsonville Railway Company. General offices at Greenwich, N. Y. Date of close of fiscal year. September 30. Date of stockholders' annual meeting, third Tuesday in October. For information concerning this report, address C. H. Van Ness, Treasurer.

#### HARLEM RIVER AND PORT CHESTER.

\_\_\_\_

LESSOR.

Lessee — New York, New Haven and Hartford.
(Date of charter, April 23, 1866.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	сомп	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	10,000 4,255	\$1,000,000 425,500	\$42,250
***************************************			

#### FUNDED DEBT.

Number of stockholders.....

	8		INTEREST.			Cash	
DESIGNATION OF LIEN.	Date.	Torm, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
Pirst mort. bonds. First mort. bonds. Second mort. bds.	187 <b>3</b> 1873 1881	30 30 30	p.c. 7 6 4	April & Oct. April & Oct. June & Dec.	\$1,000,000 1,000,000 1,000,000	\$1,000,000 1,000,000 1,000,000	\$1,000,000 1,000,000 1,000,000
Total				•••••	\$3,000,000	\$3,000,000	\$3,000,000

Cost of Road,	Total cost up to Sept. 30, 1889.
Grading, masonry and ballast	\$646,188 38
Bridges	304,982 91
Superstructure (including ties)	422,440 86

Land and land damages	
Fences	16,771 57
Passenger and freight stations	51,544 \$
Engine and car houses	28,958 66
Engineering expenses. Interest and discount charged to construction	75,143 56
Interest and discount charged to construction	650,686 02
Docks and wharves	*262,284 53
Printing and stationery	2,413 67
Legal expenses	15,743 13
Taxes	11,668 51
Total cost of road	
General Balance Sheet September 30, 188	9.
Assets,	_
Cost of road	\$3,066,700 17
Current assets, as follows, viz.: Cash on hand	90 60
•	\$3,066,780 17
T.T.ADVI.IVIEG	\$3,066,780 17
Capital stock	-
Capital stock	-
Capital stock	-
	\$42,250 00
Capital stock  Current liabilities, as follows, viz.:	\$42,250 00 3,000,000 <b>10</b>
Capital stock  Current liabilities, as follows, viz.: Funded debt	\$42,250 00 3,000,000 00 24,530 17
Capital stock  Current liabilities, as follows, viz.: Funded debt	\$42,250 00 3,000,000 <b>10</b>
Capital stock  Ourrent liabilities, as follows, viz.: Funded debt  Open accounts	\$42,250 00 3,000,000 00 24,530 17
Capital stock  Current liabilities, as follows, viz.: Funded debt  Open accounts  Officers of the Company.	\$42,290 90 3,000,000 90 24,530 17 \$3,066,780 17
Capital stock  Ourrent liabilities, as follows, viz.: Funded debt  Open accounts	\$42,290 90 3,000,000 90 24,530 17 \$3,066,780 17
Oapital stock  Ourrent liabilities, as follows, viz.: Funded debt Open accounts  Officers of the Company.  Name.  Title.  Official Ad.	\$42,250 00 3,000,000 00 24,530 17 \$3,065,780 17
Capital stock  Current liabilities, as follows, viz.: Funded debt  Open accounts  Officers of the Company.  Name.  Title.  Official Ad  E. M. Reed.  President.  Grand Central	\$42,250 00  \$,000,000 00  \$4,530 17  \$3,086,780 17
Capital stock  Current liabilities, as follows, viz.: Funded debt  Open accounts  Officers of the Company.  Name.  Title.  Official Ad  E. M. REED.  President.  Grand Central CHARLES P. CLARK.  Vice-President.  Grand Central	\$42,250 00  3,000,000 00  24,530 17  \$3,086,780 17  dress. Depot, N. Y. city. Depot, N. Y. city.
Capital stock  Current liabilities, as follows, viz.: Funded debt  Open accounts  Officers of the Company.  Name.  Title.  Official Ad  E. M. Reed.  President.  Grand Central	\$42,250 00  3,000,000 00  24,530 17  \$3,086,780 17  dress. Depot, N. Y. city. Depot, N. Y. city.

Directors of the Company.

Name.	Residence.
CHARLES P. CLARK	New Heren Conn
UHARLISO I, ULARR.	· Man Hassen, Court.
WILSON G. HUNT	. New Haven, Conn.
GEORGE N. MILLEB	
WILLIAM D. BISHOP	. Bridgeport Conn.
NATHANIEL WHEELER	. Bridgeport, Conn.
E. I. SANFORD	. Bridgeport, Conn.
EZEKIEL H. TROWBRIDGE	New Haven, Conn.
JOSEPH PARK	New York city.
EDWARD M. REED	
Oneman D. Oleman	Danalan M W
GEORGE B. CARHART	. prooklyn, N. I.
W E BARNETT	New Haven Conn

Title of company, The Harlem River and Port Chester Railroad Company. General offices at Grand Central Depot, New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Saturday in April. For information concerning this report, address William E. Barnett, Secretar.

Includes \$4,578.83 additions or betterments during year ending September 30 1881.

### HARTFORD AND CONNECTICUT WESTERN.

(Date of charter, March 31, 1881.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

							COM	ion.
						No. of	shares.	Par value.
Authorized by law Issued for bonds. Issued for purchs Railroad	se of the Ri	nine	bec	k and Connect	icut		30,000 18,369 8,000	\$3,000,00 1,836,90 800,00
Total now outs	tanding	. <b>.</b>		• • • • • • • • • • • • • • • • • • • •			26,369	\$2,636,90
Number of stockh	olders	••••	• • • •	*************				688
Number of stockh	olders			NDED DEST.				688
Number of stockho		years.			An	nount	Amoun	Cash t realized
Number of stockholmer of stockholmer of Lien.	Date.			NDED DEST.	Am		<del></del>	t realized

#### 'Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Bridges. Rails. Passenger and freight stations Fuel and water stations Change of line New sidings, rock cuts, etc. Total as reported up to September 30, 1888	20,403 68 2,195 70 22,930 20	\$2,802,650 00
Total cost of road	\$119.097 46	\$2,921,747 46
EQUIPMENT.  Locomotives Freight and other cars. Total as reported up to September 30, 1888  Total cost of equipment  Grand total cost of road and equipment.	\$30,460 75	\$343,407 22 \$378,867 97 \$3,295,615 48
• • • • • • • • • • • • • • • • • • • •	,	J-,,020 00

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
New bridges constructed during the year for heavier rolling stock: wood,	
\$11,545.20: iron, \$19,731.50.  Three hundred and sixty-five tons steel rails (old rails taken out used in	\$41,276 70
sidings). New stations: Lakeville, \$1,627.43; Hartford, \$17,329.45; Silvernails, \$305.71;	12,255 85
Canaan, \$1,140.09 Water stations: Silvernails, \$328.77; Grant's, \$854,39; Salisbury, \$1,012.54	20,403 68 2,195 70
Change of line at Orr Hill, Conn.	22,930 20
Quarrying at Grant's. \$231.36, at Norfolk, \$1,616.95; new sidings, Canaan, \$1.32.75; Norfolk, \$3.017.03; Aucram. \$1.364.73; Boston Corners, \$112.93; Winsted, \$1,251.66; Pine Meadow, \$1,507.45; Kingdom, \$314.65; Hartford, \$411; Silvernails, \$304.82; turntable at Silvernails, \$187.46	13.042 79
\$202.79 Locomotive No. 19, \$9,910.70; air prakes, \$1.082; steam shovel, etc., \$10,490;	6,992 54
freight cars, increased capacity, \$8,978.05.	30,460 75
Total	\$149,558 21
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	2323,398 70 264,790 04
Net earnings from operation	58,608 66
Income from other sources, as follows, viz.:	
Interest on loans	2,176 21
Gross income from all sources	60,784 87
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued. \$27,866 66 Rentals \$115 59 Taxes on property used in operation of road \$7,396 23 Taxes on earnings and capital stock. \$5,974 36	
1 axes on earnings and capital stock	49,352 54
Net income from all sources.	311,432 03
Payments from net income, as follows, viz.:	
Dividends declared, 11/2 per cent on \$3,400 common stock	*126 00
Surplus for year ending September 30, 1889	\$11,306 (8
General Income Account.	
Surplus for year ending September 30, 1889.       \$11,306 03         Surplus up to September 30, 1888.       103,267 34	
Amount charged off	9,019 24
Total surplus September 30, 1889	\$105,554 13
DETAILED STATEMENT OF RENTALS.	
For rent of track and station at Hartford of the New York and New	40 ESS (0)
England R. R. Co.  For rent of track of the Newburgh, Dutchess and Connecticut R. R. Co. between the New York State line and Millerton, N. Y  For rent of track and terminal facilities at Millerton station of the New York Central and Hudson River R. R. Co.	750 00
For rent of track and terminal facilities at Millerton station of the New York Central and Hudson River R. R. Co	3,865 88
Total amount of rentals deducted from income	8,115 50

<sup>\*</sup> Nine thousand six hundred dollars of stock was issued during the year in exchange for \$16,000 of Connecticut Western R. R. Co. bonds, and \$8,400 was paid 1% per cet i dividend declared December 1, 1882.

## HARTFORD AND CONNECTICUT WESTERN.

## Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

	Passenger.	Freight.	Total.
Freight, through \$12,489 42 Freight, local 149,753 20			
Passengers, through \$18,178 04 Passengers, local 95,434 71		\$192,192 62	\$192,192 69
Passengers, local 95,434 71			
Kail	\$113,612 75 8,888 54		113,612 76 8,888 54
Apress Miscellaneous, as follows, viz. :	4,841 91		4,841 9
Miscellaneous, as follows, viz.:			
ients fileage	• • • • • • • • • • • • • • • • • • • •	1,710 75 2,152 13	1,710 78 2,152 18
		7,102 10	
Total gross earnings	\$127,843 20	\$196,055 50	\$323,398 70
Operating	Expenses.		
Maintenance of roay and structures:			
teel rails laid, 365 tons, cost \$12,255.85. epsirs of roadbed and track	\$29,203 41	\$22,661 04	\$51,864 44
epairs of bridges (including culverts and	1	1	M11004 8
cattle-guards) spairs of stations. shops, docks. etc	4,814 70		8,521 4
spairs of Stations. Shops, docks. etc	4,169 50 3,056 24	3,210 15 2,353 04	7,379 66 5,409 2
ther expenses for maintenance of way.	3,000 24	2,000 01	0,100 2
spairs of fences	7,107 70	5,463 45	12,571 1
Total	\$48,351 55	\$37,894 41	\$85,745 90
<b>Mai</b> ntenance of equipment:	<u></u>	<u> </u>	·
ppairs of locomotivesepairs of carsepairs of machinery and tools	\$6,818 86		\$12,068 7
epairs of cars	9,782 84	7,493 04	17,225 8
pairs of machinery and tools	1,021 68	786 62	1,808 8
Total	\$17,572 88	\$13,529 58	\$31,102 4
Conducting transportation:		<u></u>	
ages of conductors and men	\$6,987 72		\$19,265 30
ages of engineers and firemen	10,713 50 19,076 64	8,248 46 14,687 82	18,961 90 33,768 90
		1,412 92	3,248 10
ter supply	651 34	501 48	1,152 8
ater supply her train supplies or expenses ages of station agents and clerks, and for	1,462 68	898 92	1,861 50
abor at stations	16,017 45	12.882 02	28,349 47
tion supplies	1,845 80	1,421 10	8,266 90
iges of watchmen, flagmen and switch-	1 888 40	1 014 50	0.500.00
nen her expenses for conducting transporta-	1,577 48	1,214 52	2,792 00
lon	675 52	587 80	1,213 82
Total	\$60,843 26	\$53,082 12	\$113,875 88
Peneral expenses:			
aries of general officers and clerks	\$12,450 65	\$9,585 90	<b>\$22,036</b> 55
aries of general officers and clerks neral office expenses and supplies	2,388 85	1,839 21	4.228 06
tionary and printing	9 079 20	1,595 94	3,668 83
tride agencies and advertising	239 06	184 05	428 11
tride agencies and advertising	010 01	441 40 42 99	1,014 71 42 99
mage to cattle and property		402 75	402 75
		159 75	159 78
uries to persons			488 80
legraph maintenance and operation	257 48	198 25	
legraph maintenance and operation	257 48 923 07	198 25 710 69	
uries to persons. legraph maintenance and operation her general expenses	923 01	198 25 710 69 \$15,160 93	455 73 1,633 76 \$34,066 24

## REPORT OF THE RAILBOAD COMMISSIONERS.

## General Balance Sheet September 30, 1889.

Cost of road	\$2,921,747 46 373,867 91
Other permanent investments, as follows, viz.:  Beal estate	99,090 47
Current assets, as follows, viz.:       \$16,867 42         Due by agents       21,789 43         Open accounts       71,328 38         Materials and supplies       71,328 38	109,986 23
-	\$3,504,700 13
Liabilities.	
Capital stock Convertible bonds. Funded debt	\$2,636,900 00 83,100 00 608,600 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued \$5,066 66 Open accounts. 1,079 34 Loans and bills payable 65,000 00	71,145 00
Profit and loss (surplus)	105,554 13
·	\$3,504,700 13
Traffic and Mileage Statistics.	

ITEM.	Through.	Local.	Total.
Number of passengers carried	22,232 653,372 60,638 1,803,530	240,444 8,556,048 145,346 7,101,265	262,670 4,209,428 205,380 8,909,730
Passenger train mileage. Freight train mileage. All other train mileage.			190. <b>00</b> 146,47 <b>96</b> ,13
Total train mileage			433.6

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$127,843 20 48 0302 6702 196,055 50 952 022 1 338	. \$145,678 00 55 0346 7666 119,117 04 578 0134 813	\$18,329 80 07 086 956 Profit. \$76,938 46 374 000 835

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes  Average rate received per mile per ton for carry- ing freight, all classes	Cents. 2.78	Cents. 2.68	Cents.
ing freight, all classes	2.84	2.11	2.16

#### Description of Road and Equipment.

TRACK.		OWNED.	te sil	TOTAL MILES.	
		Entire length.	Miles leased, in N. Y. Stat	Length in N. Y. State.	Entire length.
Main line from Hartford, Conn., to Rhinecliff, N. Y., single track	E Length in N. Y. State.	109.75	1.25	42,50 1,25	109.75 1.25
Total single track	42.50	109.75	1.25	43.75	111.00
Sidings and turnouts on main line	6.13	23.56		6,13	23.56
Total of tracks, sidings and turnouts	48,63	133.31	1.25	49,88	134.56
Laid with steel rail, main lineLaid with iron rail, main lineLaid with iron rail, branches or other roads	19.50 23.00	86.75 23.00	1.25	19.50 23.00 1.25	86.75 23.00 1.25

Weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From .	То	Entire length in N. Y. State.	Owned or leased.	Miles laid with iron rail, 1
Newburgh, Dutchess and Con- necticut.	N. Y. State line	Middletown	1.25	Leased.	1.25
	! !				

	IN NEW YORK STATE.		ENTIRE LINE.	
Bridges,	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	1 67 19	Feet. 77 1,670 4,263	31 163 37	Feet. 1,131 3,949 8,621
Total	87	6,010	231	13,701

Equipment.	No. owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 6-drivers	1 16	174,000	14	14
Total	17		15	15

## REPORT OF THE RAILROAD COMMISSIONERS.

## Description of Road and Equipment - (Continued).

EQUIPMENT.	No. leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars Baggage, mail and express cars	17 5		17 5	17
Total	22	*****	22	22
Box freight cars Stock freight cars Coal freight cars Flat freight cars Caboose, s-wheel cars Service cars Total	152 4 225 102 2 23 508			81

Passenger cars are equipped with Westinghouse air brake and Miller coupler: freight cars with hand brake and Perry or ordinary coupler.

Split switches, Loomis or Wharton, are used on road.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles Railroads crossing road at grade	24 1	3.50 98 19

Passenger cars are heated with Baker heaters (changes are being made to steam direct from locomotive), lighted by lamps, and ventilated by deck windows.

Adams Express Company runs over this line, and pays 40 per cent of the receipts; also the American Express Company, which pays 20 cents per 100 pounds. Stipulated amount received from United States Government for transportation of mails, \$9,943.13 per annum, based on weight and mileage.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour Grain Meats and provisions Live stock Lumber Pig and bar iron and steel Iron or other ores Coal and coke Petroleum and other oils Shipments of manufactured goods received by railroad companes within this State from manufactories within this State . All other manufactures All other merchandise All other agricultural products All other articles not included above	3,555 8,475 2,736 1,442 13,096 13,070 30,669 71,375 1,192 222 18,826 14,086 12,705	1
Total	205,984	10

1

	Employees.
Average number of persons employed Aggregate amount of salaries and wa	(including officials) during year 43 ges paid them during year \$247,803 6
Officers	of the Company.
Name. Title.	Official Address.
John S. Wilson	Superintendent, Hartford, Conn.
	of the Company.
Name.	Residence.
JOHN W. BROCK W. W. GIBBS CHARLEMANGE TOWER, JR. ARTHUR E. NEWBOLD. ABTHUR BROCK WILLIAM B. SCOTT HENRY GAY JEFFREY O. PHELPS. J. H. APPLETON HENRY A. BOTSFORD	New York city, Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. West Winsted, Conn. Simsbury, Conn. Springfield, Mass. Hartford, Conn. Chapinville, Conn. Falls Village, Conn.

## HAYT'S CORNERS, OVID AND WILLARD.

LESSOR.

LESSEE - GENEVA, ITHACA AND SAYRE. (Date of charter, September 15, 1882.)

For history of organization, see Report of 1885.

Capital Stock.				
	COMMON.			
	No. of shares.	Par value.		
Authorized by law or charter	400 41	\$40,000 4,100		
Number of stockholders		27		
Cost of Road.	T <sub>2</sub>	otal cost up to		

#### Officers of the Company.

Name.	Title.		al Address.
James B. Thomas	President	Ovid,	N. Y.
JOHN F. COVERT	Secretary	Ovid,	Ñ. ¥.
		_	

Directors of the Company.				
Name.	Residence.			
George W. Jacacks	Ovid, N. Y.			
James B. Thomas	Ovid, <u>N</u> . <u>Y</u> .			
William Jones	Ovid, N. Y.			
WILLIAM C. HAZELTON	Qvid, N. Y.			
CHARLES V. SUTTON	Ovid, N. X.			
JOHN DENNISTON	····· UVIG, N. I.			
ABRAM B. JOHNSON. ALDEN HORTON	hayt a Corners, n. 1.			
John F. Covert	Ovid N V se-			
John B. Chapin	Philadelphia Pa			
HERMAN D. EASTMAN	Lodi. N. Y.			
SILAS M. KINNE	Ovid. N. Y.			

Title of company, Hayt's Corners, Ovid and Willard Railroad Company. General offices at Ovid, N. Y. Date of close of fiscal year, September 22. For information concerning this report, address James B. Thomas, President.

### HERKIMER, NEWPORT AND POLAND NARROW GAUGE.

(Date of charter, June 29, 1889.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMD	Cash reslized	
1	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	2,500 1,698	\$250,000 169,800	\$169,800

Number of stockholders.....

#### FUNDED DEBT.

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DESIGNATION OF LIEN.	Date.	Term, years.	interest.		Amount	Cash real-
			Rate.	When payable.	author- ized and outstand- ing.	ized on amount outstand- ing.
First mortgage bonds on road and equipment	Apr. 1, 1886	15	p.c. 5	Apr. 1 & Oct. 1	\$66,000	\$66,000

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.		
Grading, masonry and ballast	\$352 60	\$64,852 62		
Bridges	\$352 60	16,602 04		
Bridges		87,246 84		
Land	100 00 500 00	21,099 14 3,080 49		
Land damagesFances	800 00	7,813 <b>47</b>		
Fences Passenger and freight stations		8.515 52		
Engine and car-houses		3,180 78 2,323 27		
Shops, machinery and tools. Engineering expenses.		6,018 92		
TOIGDHOUG IIII0		217 85		
Track scales		871 49		
Car transfer Electric signai		1,714 54 282 75		
Total cost of road	\$952 60	\$223,319 67		
Forements.	<del>'</del>			
EQUIPMENT.		\$17,684 98		
Passenger, mail, baggage and express cars		5,409 25		
Freight and other cars Snow plow, flanger and tool car		10,855 41		
Snow plow, flanger and tool car	••••	716 07		
Total cost of equipment		\$34,665 66		
Grand total cost of road and equipment	\$952 60	\$257,985 83		
The source of the same of the	••••	<b>V</b> 201,7011 11		
Herkimer Partial payment on land acquired at Middleville Expense of commission and award for damages in purcliand of Morris Marks, at Herkimer, N. Y., to widen turng with New York Central and Hudson River Railroad Comp	nase of strip of like, as agreed any, when this	\$352 <b>60</b> 100 00		
road was projected		500 00		
Total		\$952 60		
Income Account for Year Ending Septer Gross earnings from operation	•			
Less operating expenses (excluding all taxes)	••••••	30,635 42		
Gross income from all sources.  Deduction from income, as follows, viz.:  Interest on funded debt, paid to September 30, 1889.  Interest on floating debt, paid to September 30, 1889.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.		\$12,122 82		
*Taxes other than above	88 29	5,332 79		
Net income from all sources		\$6,790 08		
Payments from net income as follows, viz.: Dividends declared, 1½ per cent		2,547 00		
Surplus for year ending September 30, 1889	•••••••••••••••••••••••••••••••••••••••	\$4,243 08		
General Income Account.				
Surplus for year ending September 30, 1889		\$4,243 03 18,869 23		
Total surplus September 30, 1889		\$18,112 26		

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

•	Passenger.	Freight.	Total.
Freight, all local Passengers, all local Mail Express Miscellaneous, as follows, viz.: Scales	\$17,241 69 755 93 1,600 41	\$22,986 43	\$22,986 43 17,241 66 755 93 1,600 43
Scales         \$18 70           Sundries         17 08           Rents received         138 00	43 44	120 84	173 78
Total gross earnings	\$19,641 47	\$23,116 77	\$42,758 2
OPERATING	Expenses.		
Maintenance of some and structures:			
Repairs of track	\$106 44 3,675 53	\$125 25 4,325 00	\$231 66 8,000 51
cattle-guards). Repairs of stations and shops	941 67 155 02 221 73	1,108 09 182 43 260 96	2,049 70 337 4 482 6
Other expenses for maintenance of way and structures		60 82	GO 50
Total	\$5,100 39	\$6,062 55	\$11,162.94
Maintenance of equipment: Repairs of locomotives	\$1,984 11 784 61 29 56 51 84 \$2,850 12	\$2,334 67 923 24 34 78 61 01 \$3,353 70	\$4,318 78 1,507 85 64 34 112 85
Conducting transportation: Wages of conductors and men Wages of engineers and firemen. Fuel for locomotives Oil and waste Water stipply Other train supplies or expenses Wages of station agents and clerks. Wages for labor at stations. Station supplies Wages of watchmen, flugmen and switchmen Other expenses for conducting transportation	598 52 147 62 66 36 42 35	\$935 82 1,113 36 704 28 173 71 78 09 49 83 1,623 47 1,590 37 93 74 382 69 214 34	\$1,731 11 2,059 54 1,302 86 321 33 144 46 92 16 2,044 61 1,580 31 173 46 707 92
Total	\$3,604 51	\$6,949 70	\$10,554 21
General expenses:  Salaries of general officers and clerks  Btationery and printing Advertising Legal expenses	\$700 61 156 52 48 07 15 29 37 87	\$824 39 156 52 17 98 43 98 65 02	\$1,525 00 \$13 04 48 07 33 37 81 35
balance) Other general expenses	298 03	350 67	648 70
Total	\$1,255 89	\$1,458 56	\$2,714 45
Grand total operating expenses	\$12,810 91	\$17,824 51	\$30,635 4

### General Balance Sheet September 30, 1889.

Assets.	
Cost of road	\$223,319 61
Cost of equipment	34,665 66

HERKIMER, NEWPORT AND	POLAND N	ARBOW GAUG	e. 281
Other permanent investments, as follows, viz.: Stock of other companies	••••••	•••••••	\$200 00 800 00
Ourrent assets, as follows, viz.: Cash on hand Bills receivable Due by agents Open accounts Materials and supplies.	•••••••		2,000 48 1,334 58 1,031 11 197 96 2,091 97
			\$265,641 43
Capital stock			\$169,800 00 66,000 00
Ourrent liabilities, as follows, viz.:  Dividends unpaid. Audited vouchers and pay-rolls. Open accounts. Loans and bills payable. Sundries. Mortgage on repair shops. Profit and loss (surplus)	••••••		5 58 2,360 96 707 81 6,000 00 1,855 32 800 00 18;112 26
Trame and Mile	age Statisti	 C\$.	
ITEM	r.		All local.
Number of passengers carried one mile.  Number of passengers carried one mile.  Number of tons of freight carried  Number of tons of freight carried one mile.  Total train mileage, mixed			42,127 350,669 19,326 262,714 32,980
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail.express and miscellaneous earnings).  Average per passenger carried  Average per passenger per mile  Average per passenger train per mile  Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried  Average per ton of freight per mile  Average per freight train per mile	\$19,641 47 46624 05601 61863 23,116 77 1 19614 08799 728	\$12,810 91 3041 03658 40944 17,824 51 9223 06785 56134	\$6,830 56 16214 01948 21509 5,292 26 27384 02014 16666
Computed on earnings from carrying pass Average rate received per mile for passenges Average rate received per mile for excursion tation tickets. Average rate received per mile for 1,000-miles Average rate received per mile per ton on fre	sengers and first, first-class raists and 2,000-	egular miles commu- tickets	All local. Cents. 5 2.5 3.5 8.7992
Description of Road	l and Rouin	ment.	
Trace		Mil	es owned, all N.Y. State.
Main line from Herkimer to Poland, single tr Bidings and turnouts on main line	ack	• • • • • • • • • • • • • • • • • • • •	16.78 1.77
Total tracks, sidings and turnouts			18.5
Laid with steel rail, main line	• • • • • • • • • • • • • • • • • • • •		4.69 12.04
Average life of rails—iron, 5 to 6 years; av	•		sight of rails

# REPORT OF THE RAILROAD COMMISSIONERS.

# Description of Road and Equipment - (Continued).

	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Bridges where openings from 12 to 32 feet span are crossed upon wooden beams trussed with iron rods, and		Feet	
resting on masonry.  Wooden bridges, pony truss, Howe Wooden bridges, resting on timber bents Pile bridges Bridges with spans from 10 to 13 feet, without truss-rods	14 5 2 1	52 85 10 5	
under stringers — stringers resting on masonry	4	60	
Total	26	1,60	

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 6-drivers  Locomotives, 4-drivers	1 2	\$5,898	79,500	} 1 2	
Total	3			3	
First-class passenger car	1	\$2,750 2,200	24,850 22,750	1 1	1 1
Total	2			2	2
Box freight cars. Coal freight cars Flat freight cars Tool car and snow flanger, 8-wheels Service cars — push 4, hand 6	7 2 10 1	\$415 350 330 730 50	13,500 11,600 10,500 15,500 { 150 to 800	7 2 10 1	7 2 6
Total	30			20	15

Eames' vacuum brake. Phillips' patent improved automatic coupler, and common link and pin coupler are used on cars.

Eleven split switches and thirteen head block switches are in use on this road.

### Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

\$95,700 00 11

Passenger cars are heated by Spear's patent car-warming stove for anthracite coal-lighted by lamps using kerosene oil, and ventilated by ventilators in sides of monitor

roofs.

This company has a traffic arrangement with the American Express Company for business between Utica, N. Y., and points on this line, by which the American Express Company takes two-thirds and this company one-third of the gross receipts of such

business.

This company receives \$815.87 per year for carrying three northward and three southward bound mails per day.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Lumber	5,655 2,621	29.26 13.56
Shipment of manufactured goods received by railroad compa- nies within this State from manufactories within this State All other manufactures	1,544 1,132 1,999	7.99 5.86 10.34
All other agricultural products. All other articles not included above	3,828 2,547	19.81 18.18
Total	19,826	100

#### EMPLOYEES.

Average number of persons employed (including officials) during year  Average amount of salaries and wages paid them	45 042 04
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#### Officers of the Company.

Name.	Title.	Official Address.
EDWARD M. BURNS	President	Middleville, N. Y.
8. R. MILLINGTON	Vice-President	Poland, N. Y.
		Middleville, N. Y.
THOMAS E. MERRITT	Secretary	Newport, N. Y.
		gineer Herkimer, N. Y.
SAMURL EARL	Counsel	Herkimer, N. Y.

#### Directors of the Company.

Name.	Residence.
SAMUEL EARL	Herkimer, N. Y.
JOHN W. VROOMAN	Herkimer, N. Y.
WILLIAM SMITH	Herkimer, N. Y.
WWMosher	Middleville, N. Y.
J. T. WOOSTER	Middleville, N. Y.
EDWARD M. BURNS	Middleville, N. Y.
GEORGE H. THOMAS	
C. W. HAMLIN	
H. W. DEXTER	Newport, N. Y.
H. G. BURLINGAME	Newport, N. Y.
8. R. MILLINGTON.	Poland, N. Y.
JOHN HEMSTREET	Poland, N. Y.
WARBEN A. BRAYTON	Poland, N. Y.

Title of company. Herkimer, Newport and Poland Narrow Gauge Railway Company. General offices at Newport, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, fourth Tuesday in June. For information concerning this report, address Thomas E. Merritt, Secretary.

#### HOBART BRANCH.

LESSOR.

LESSEE-ULSTER AND DELAWARE.

(Date of charter, March 25, 1884.)

The Hobart Branch Railroad Company was organized by articles of association bearing date the 14th day of March, 1884, under and in pursuance of the act of the Legislature of the State of New York, passed April 2, 1850, and known as chapter 140, and the everal acts amendatory thereof and supplemental thereto.

Said articles of association were duly filed in the office of the Secretary of State of few York on the 25th day of March, 1884.

Work in constructing said railroad was commenced in May, 1884, and it was completed and opened for business December 1, 1884, and has been operated by the Ulster and belaware Railroad Company as a continuance of its line since.

This road was leased to the Ulster and Delaware Railroad Company, by lease executed and bearing date March 13, 1886, for the term of eighteen years, from May 1, 1885, at an annual rental of \$3,000 per annum, payable quarterly, on May first. August first. November first and February first. All expenditures for additions and betterments, including taxes and insurance, also, the expense of maintenance and operation of the road are to be borne by the leasee. The leaser company owns no rolling stock or equipment, the same

and insurance, also, the expense of maintenance and operation of the road are to be borne by the lessee. The lessor company owns no rolling stock or equipment, the same being furnished by the lessee company.

At a meeting of the directors of the company, June 4, 1889, a proposition was made by the Ulster and Delaware Rallroad Company to the Hobart Branch Railroad Company to surrender and cancel the aforesaid lease and make a new lesse for 999 years, from June 1, 1889, and to acquire the capital stock of the Hobart company. A subsequent meeting of the stockholders of the Hobart company was held, all the stockholders being present, and all voting unanimously to make the new lease as aforesaid, and transfer the capital stock to the Ulster company, upon the delivery to this company of \$50,000, in its new five per cent first mortgage boads, and the annual rent of one dollar. On the 10th day of June, 1889, the new lessee was executed in duplicate by the Hobart company, lessor, to the Ulster company, lessee, and duly recorded in Delaware County Clerk's office, August 9, 1889, in liber 110 of deeds, page 279. The capital stock of the Hobart company was transferred to the Ulster company, and the \$50,000 in bonds (as aforesaid) was delivered by the Ulster company to the stockholders of the Hobart Branch Railroad Company. By agreement, the rent under the old lesse was adjusted to September 1, 1889, and the interest coupons on the bonds delivered were good from September 1, 1889.

#### Capital Stock.

	сомъ	ion.	Cash realized
	No. of shares.	Par value.	outstanding.
Authorized by law or charter	500	\$50,000	
Issued for actual cash	430 70	\$43,000 7,000	\$43,000 7,000
Total now outstanding		\$50,000	\$30,000
Number of stockholders			13
Cost of	Road.	נ	otal cost up to Sept. 30, 1892.
Grading, masonry and ballast			\$12,859 31
Bridges	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	970 00 20 176 98
Land	• • • • • • • • • • • • • • • • • • • •		
Passenger and freight stations			2,145 92
Engineering expenses			1,114 97
Total cost of road			\$49,897 63
Income Account for Year I Rental from Uister and Delaware Railroad ( to September 1, 1889.			
Payments from income, as follows, viz.: Dividends declared, 6 per cent		•	1,750
General Balance She	et September	BO, 18 <b>89.</b>	
Cost of road	SETS.		\$42,857 658
Cost of road	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. 941,001 Ga
Profit and loss (deficiency)		••••••	抽動
			\$50,000
Capital stock	LITIES.	• • • • • • • • • • • • • • • • • • • •	960,000 f
Officers of th	e Company.		
Name. Tit	le.	Off	icial Address.
Name. 14			
THOMAS CORNELL			

# HOBART BRANCH.

Directors of the Company.	
Name.	Residence.
THOMAS CORNELL	Rondout, N. Y.
CHARLES BRAY	Kingston, N. Y.
DANIEL B. STOW	Rondofft, N. Y.
ISAAC M. NORTH	Rondout, N. Y.
SAMURI, G. DIMICK	Kingston, N. Y.
CHARLES REYNOLDS	Kingston, N. Y.
TUOMAG H TUPWDED	Kinggton N V

Title of company, Hobart Branch Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in March.
For information concerning this report, address Samuel G. Dimmick, Secretary and Treasurer.

#### ISLAND.

(Date of charter, September 1, 1883.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter	2,500	\$250,000	
Issued for actual cash	100 1,900	\$10,000 190,000	
Total now outstanding	2,000	\$200,000	

Number of stockholders .....

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#### FUNDED DEBT.

	D-4-	years.		INTEREST.	Amount	Amount
DESIGNATION OF LIEN. Date.		Term,	Rate.	When payable.	author- ized.	outstand- ing.
*General mortgage bonds	Nov. 1, 1883	40	p.c. 6	Semi-annually	\$400,000	\$400,000

#### Cost of Road and Equipment.

	ROAD.	Total cost up to Sept. 30, 1889.
† Total cost of road	••••••	
Locomotives	Equipment.	6,500 00
Grand total cost of road and equ	ipment	\$605,500 00

<sup>\*</sup>The foregoing bonds, together with 1,900 shares of stock, were issued in payment for property in the city of Buffalo conveyed to said corporation or now owned by it.
† For further details, see Report of 1887.

Income Account for Year Ending September 30, 1889	
Gross earnings from operation	\$85,242 1 56,120 1
Net earnings from operation	-
Rentals of real estate	2,507 5
Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued.  Taxes on property used in operation of road  5,681 16  Taxes on earnings and capital stock.  413 66	
1 0700 ÅI ogi minga gara cabitan pooca	30,094 8
Surplus for year ending September 30, 1889	\$1,534 6
General Income Account.	
Surplus for year ending September 30, 1889	\$1.534 61
Surplus up to September 30, 1888	5,192 1
Total surplus September 30, 1889	\$7,427 5
Analysis of Gross Earnings and Operating Expenses	
Earnings.	
Account, handling coal	\$85,242 11
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of track	\$4,689 54 11,283 25
Total	\$15,972 79
Maintenance of equipment: Repairs of locomotives. Bepairs of machinery and tools.	\$101 \$ 2,637 II
Total	
	44,147
Conducting transportation: Wages of conductors and men, engineers and firemen Fuel for locomotives and engines Water supply Wages paid for handling coal	\$1,234 99 464 97 25 60 33,380 18
Total	
General expenses:	
Salaries of general officers and clerks. General office expenses and supplies. Stationery and printing. Other general expenses.	\$1,610 10 140 55 35 10 518 61
Total	\$2,308 %
Grand total operating expenses	\$56,190 IV
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	
Cash on hand Open accounts	1,499 <b>%</b> 12,427 <b>@</b>
	\$619,427 5
Conttol stock	
Capital stock Funded debt Current liabilities, as follows, viz.: Interest on funded debt due and accrued	\$200,000 00 400,000 00
Interest on funded debt due and accrued Profit and loss (surplus)	7,427
	\$619,427

Description of Road	
TRACE	Length owned, all in N. Y. State.
Main line, from terminal point to terminal poi Sidings and turnouts on main line, feet Grand total of tracks, sidings and turnouts	nt, single track, feet
Grand total of tracks, sidings and turnouts	s, feet 6,040
Laid with steel rail, main line, feet	710
Wooden trestle	Number s. in N. Y. State.
Locomotive, 6 drivers	NT. Number owned.
Miscellaneous	Statistics.
İtem	
Total assessed value of real estate and person	al property of company \$285,590
* Description of F	REIGHT MOVED.
ITEM	GIODD COLDS
Coal transferred into vessels	3,392
Total	
† Officers of the	
Name. Title.	Official Address.
E. H. MEAD	
Directors of the	
Name. Edwin H. <u>M</u> ead	Residence. South Orange, N. J.
WILLIAM E. STREET. THOMAS HODGSON. SAMUEL THORNE GEOEGE W. QUINTARD A. S. SWORDS. W. H. ZIEGLEB. G. L. BROWN. JOHN R. PLATT. F. D. LOCKE.	Darien, Conn. Buffalo, N. Y. New York city. New York city. Stamford, Conn. Brooklyn, N. Y. Washington, Conn. New York city.
Title of company, The Island Railroad Comp General offices at No. 1 Broadway, New York Date of close of fiscal year, December 31. Date of stockholders' annual meeting, first h For information concerning this report, add tendent, Buffalo, N. Y.	eny. city. Monday of September. Iress Thomas Hodgson, General Superin-

# ITHACA, AUBURN AND WESTERN.

LESSOR.

LESSEE - SOUTHERN CENTRAL.

(Date of charter, September 20, 1876.)

For history of organization, see Report of 1885.

No report received from this company for the year 1889.

The Railroad Commissioners have been informed that said road was sold under fore-closure during the fiscal year.

The company handles the cars of any corporation desiring to unload coal at its docks.

# ITHACA, AUBURN AND WESTERN.

LESSEE.

Report for three months ending December 31, 1888.

Leased from April 1, 1883, consideration therefor being 33% percentum of gross earnings, with guaranty that this shall pay four per centum upon stipulated amount of first mortgage bonds.

	mortgage bonds.
	Income Account for Year Ending September 30, 1889.
\$9,354 21 5,907 16	Gross earnings from operation
\$3,447 11	Gross income from all sources
2,991 31	Rentals
\$453 8	Surplus for three months ending December 31, 1888
	General Income Account.
\$455 86 778 46	Surplus for three months ending December 31, 1888 Deficit up to September 30, 1888
\$323 6	Total deficit December 31, 1888
	DETAILED STATEMENT OF RENTALS.
\$2,666 6	Ithaca, Auburn and Western Railway
	Analysis of Gross Earnings and Operating Expenses.

EARNINGS

	Passenger.	Freight.	Total.
Freight, local Passengers, local Mail Express Miscellaneous	\$2,027 66 421 73 150 00 66 10	\$6,556 51	\$6,556 51 2,027 66 421 73 150 60 198 31
Total gross earnings	\$2,665 49	\$6,688 72	\$9,354 21
OPERATING	EXPENSES		
Maintenance of way and structures: Repairs of roadbed Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc Repairs of fences Other expenses for maintenance of way and structures	\$475 98 98 68 18 03 26 36 48 26	\$951 97 197 36 36 07 52 74 96 54	\$1,427 95 296 04 54 30 79 30
Total	\$667 31	\$1,334 68	\$3,001 9
Maintenance of equipment: Repairs of locomotives	\$54 33 19 42 \$73 75	\$108 68 192 63 \$301 31	\$163 m 212 d \$375 0
Conducting transportation: Wages of conductors and men Wages of engineers and firemen. Fuel for locomotives Oil and waste Water supply Wages of station agents and clerks Station supplies Wages of watchmen, flagmen and switchmen. Other expenses for conducting transportation.	\$79 38 82 18 179 90 25 72 6 94 123 75 8 14 35 00 215 13	\$226 74 240 68 359 81 51 46 13 89 247 50 16 30 70 00 430 28	\$306 1: 322 8 539 1 77 1: 371 24 105
Total	\$756 14	\$1,656 66	\$2,41

# ITHACA, AUBURN AND WESTERN.

### Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenge	r.	Freight	.	Total.
General expenses: Salaries of general officers and clerks Stationery and printing Telegraph maintenance and operation Other general expenses	10	00 41 00 00		84 00	\$855 0 7 2 30 0 225 0
Total	\$372	41	\$744	84	\$1,117 2
Grand total operating expenses	\$1,869	61	\$4,037	49	\$5,907 1

ITEM.	All local.
Number of passengers carried	4,698 69,200 10,010 186,835
The same of the sa	
Passenger train mileage	2,009 4,004
Total train mileage	6,004

ITEM.	Earnings		Expense	<b>38.</b>	Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings.) Average per passenger carried Average per passenger per mile Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile. Average per freight train per mile.	1 33 6,688 73	7 88 3 2 68 36	4,037	61 397 027 98 49 403 022 01	\$796 2,651	178 011 40

#### ITEM. All local. Cents. Computed on earnings from carrying passengers and freight only. Average rate received per mile for carrying passengers, all classes..... Average rate received per mile per ton for carrying freight, all classes....

#### Description of Road and Equipment.

TRACE.	Miles owned, all in N. Y. State.
Main line from Freeville to Auburn, single track	37.72 2
Grand total of tracks, sidings and turnouts	89.72
Laid with iron rail, main line	87.72

Average life of rails, iron, 10 years; average life of ties, 6 years; weight of rails per yard, iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted partly with gravel.

	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridge	1 1 13	Feet. 420 36 1,669	
Total	15	2,116	

# Description of Road and Equipment - (Continued).

EQUIPMENT.	No. leased.	No. equipped with patent brake.	No. equipped with patent couplers.
Locomotives, 4-drivers	2	1	
First-class passenger car	1	1	1
Total	2	2	- 1
Box freight cars. Flat freight cars. Snow-plow	6 9 1		
Total	16		

Westinghouse air-brake and Miller coupler are used on passenger cars, and hand-brake and link coupler on freight cars. The stub switch is used on road.

#### Miscellaneous Statistics.

ITEM.	N. Y. State.
Telegraph owned and operated by company.  Total assessed value of real estate and personal property of company  Highway crossings at grade without protection  Highway crossings over or under grade	\$164,537 00

Passenger cars are heated by coal stoves, lighted with oil lamps, and ventilated by

Passenger cars are neared by total states in all states are neared by total

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour. Grain Meats and provisions Live stock Lumber Coal and coke. Petroleum and other oils. Manufactures. All other merchandise All other articles not included above.	117 1,932 11 49 854 1,592 46 121 184 4,909	1. 19. 0, 0. 8. 15. 0. 1. 1. 49.
Total	10,011	100

#### EMPLOYEES.

Average number of persons employed (including officials) during October.	
November and December, 1888	\$3,988

For information concerning this report, address H. D. Titus, Supt., Auburn, N. Y.

# KAATERSKILL

#### KAATERSKILL.

(Date of charter, November 23, 1882.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized	
	No. of shares.	Par value.	on amount outstanding.	
Authorized by law or charter, issued for actual cash, and now outstanding	1,000	\$100,000	\$100,000	

Number of stockholders.....

26

# FUNDED DEBT.

		ears.		INTEREST.	Amount	Amount	Cash realized
Designation of Lien.	Date.	Тегш, уе	Rate.	When payable.	author- ized.		on amount outstand- ing.
First mort. bonds	Jan. 1, 1885	20	p.c. 6	Jan. 1, July 1	\$60,000	\$60,000	\$60,000

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889,
Grading, masonry and ballast. Bridges Superstructure (including ties). Ralis Land, land damages and fences Passenger and freight stations	\$5,810 91	\$73,108 72 17,353 64 12,010 01 24,235 82 6,567 72 6,659 48
Engine and car houses Shops, machinery and tools Fuel and water stations Engineering expenses.		1,016 40 807 19 434 99 3,671 40
Total cost of road	\$5,810 91	\$145,860 87
EQUIPMENT. Locomotives		\$19,084 76 6,106 25 8,000 00 221 29
Total cost of equipment		\$28,862 30
Grand total cost of road and equipment	\$5,810 91	\$178,722 67

292	REPORT OF THE KAIL	ROAD COM	Missioners.	
	Income Account for Year En	ding Septer	nber 30, 18 <b>89.</b>	
	nings from operation gexpenses (excluding all taxes)		••••••	\$13,195 53 17,550 93
Net de	eficit from operation			84,355 40
Deduction Interest of Taxes on Taxes on Taxes oth Discount	ons from income, as follows, viz: on funded debt due and accrued. property used in operation of rose earnings and capital stock er than above and interest.	i		
Doffel	t for year ending September 30, 1885	•		
рецеі				. 59,133 ¥1
	General Inco r year ending September 30, 1889 p to September 30, 1888	• • • • • • • • • • • • • • • • • • • •		\$9,133 97 8,977 57
	deficit September 30, 1889			\$156 60
2002	-			
	Analysis of Gross Earnings Earn	_	ting Expenses	l•
		Passenger.	Freight.	Total.
Freight, a	all localrs, all local	\$10,583 72	\$1,852 98	\$1,852 98 10,533 72
Mail Express .	rs, all local	93 27 275 91		93 27 275 91
		373 71	-;	439 66
Total	gross earnings	\$11,276 61	\$1,918 92	\$13,195 53
	OPERATING	Expenses.		
Mainten Repairs of	ance of way and structures:	\$2,652 73	\$468 12	\$3,120 85
cattle-o	f roadbed f bridges (including culverts and uards)	6,236 07	1	7,396 55
Repairs o	f stations, shops, docks, etc enses for maintenance of way and	49 65	8 76	58 41
structu	res	75	-	
Total.	•••••	<b>\$8,93</b> 9 20	\$1,577 49	\$10,516 69
Repairs o	ance of equipment: f locomotives f cars	\$637 23 453 72		\$749 68 453 73
Total.		\$1,090 95	\$112 45	\$1,209 40
_Conduct	ing transportation:			
Wages of	ing transportation: conductors and menengineers and firemen	\$1,228 58 1,163 08	205 25	\$1,445 33 1,368 33
Fuel for l	ocomotives	1,375 50 116 95	242 78	1,618 23 137 59
Water su	pply in supplies or expenses station agents and clerks	40 11	7 07	47 18
Wages of	station agents and clerks	45 77 494 41		63 84 58) 66
WAKEB IO	r labor at stations	174 54 14 60	1 30801	205 34 17 18
		\$4,653 49		\$5,474 67
General	expenses:		<u> </u>	
Salaries of	of general officers and clerks y and printing	\$76 50 157 89	\$18 50 27 86	\$90 00 185 75
Qutside a	gencies and advertising	47 11	8 31	55 43
Damage t	o cattle and propertyo persons	• 12 75 8 50	2 25 1 50	15 <b>60</b>
	·····	\$302 75		\$356 17
	al operating expenses	\$14,986 39	-	\$17,550 93
				J.,,

# KAATERSKILL

# General Balance Sheet September 30, 1889. Assrts.

	• • • • • • • • • • • • • • • • • • • •	\$145,360 87 28,862 30
	136 28 553 51	
		10,52 <b>6 92</b> 156 <b>6</b> 0
	-	\$184,406 19
LITIES.		\$100,000 00 60,000 00
• • • • • • • • • • • • • • • • • • • •	11,294 43	24,406 19
	=	\$184,406 19
••••••		All local* 25,196 142,968 2,067 12,342 10,061
Earnings.	Expenses.	Loss.
\$11,276 61 44756 07887 1,31983	\$14,986 39 59479 10482 1.75403 2,564 54 1.24673	\$3,709 78 14728 02595 49420 645 62 31886
15548 1.27334	1.70175	05281 42841
	ght only.	All local. Cents.
passengers, all arrying freight	classes all classes	7.368 15.018
d and Equip	ment.	es owned, all
.ck. erskill station.	Mil- insingle track	es owned, all n N. Y. State. 7.50
.ck. erskill station.	Mile in single track	7.50
	Earnings.  \$11,276 61 44756 07887 1,31983 1,918 92 93287 15548 1.27334	### 136 28

# Description of Road and Equipment — (Continued).

A2.72.3	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridge Wooden trestles	1 10	Feet 140 1,120	
Total	11	1,260	

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	2	\$9,400	56,000	18	2	See. 1
First-class passenger cars	2 2	\$3,000 1,500	22,000 19,000	16 16	2 2	
Total	•	,,,,,,,,,		******		
Service cars	4	\$35	400	9		****

Westinghouse automatic brake and Miller coupler used on passenger cars; ordinary link and pin and hand brake on freight cars.

Stub switches are used on the whole line.

# Miscellaneous Statistics. TTEM

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company Highway crossings at grade without protection	\$44,768 7
Trains run only during summer months; care are lighted with oil law	one and panti-

Trains run only during summer months; cars are lighted with oil lamps and venti-lated by ventilators in roof and over door.

American Express Company runs over this line; no special contract; rates adjusted

from time to time.

Compensation for transportation of mails is at the rate of \$316.35 per annum, or \$42.75 per mile.

# DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour. Grain. Meats and provisions Lumber Cosl and coke. Petroleum and other oils Manufactures All other merchandise. All other agricultural products. All other articles not included above.	157 275 140 229 389 73 210 415 135	7,6 13.3 6.8 11.1 18.7 3.9 10 2 20.1 6.5 1.5
Tôtal	2,057	100

#### KAATERSKILL

#### EMPLOYEES.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	31 6,760 35
--	----------------

#### Officers of the Company.

Name.	Title.	Official Address.
ROBT. B. CARPENTER JAMES H. JONES SAMUEL G. DIMMICK N. A. SIMS.	President Vice-President General Superintendent. Secretary and Treasurer General Freight and Passenger Agent	New York city. Rondout, N. Y. Rondout, N. Y. Rondout, N. Y.

### Directors of the Company.

Name.	Residence.
THOMAS CORNELL	Rondoui, N. Y.
THOMAS H. TREMPER	Kingston, N. Y.
Samuel G. Dimmick	Kingston, N. Y.
RICHARD G. TOWNSEND	Rondout, N. Y.
RICHARD B. JONES	Rondout, N. Y.
GEORGE HARDING	Philadelphia, Pa.
ROBERT B. CARPENTER.	New York city.

Title of company. Kaaterskill Bailroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address Samuel G. Dimmick, Secretary.

# LACKAWANNA AND PITTSBURGH.

(Date of charter, June 1, 1883.)

For history of organization, see Report of 1886.

The road of this company was sold under foreclosure during the year and a reorganization had about May 7, 1889, under corporate name of Lackawanna and Southwestern Railroad Company.

No report received from the company for the current year: but ten miles of its road was operated. See report of Rochester, Hornellsville and Lackawanna, post.

#### LACKAWANNA AND SOUTHWESTERN.

(Date of charter, May 7, 1889.)

No report received for the current year. See Lackawanna and Pittsburgh, ante.

#### LACKAWANNA AND SUSQUEHANNA.

LESSOR.

BUILT, OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

This road was built and is owned by the Delaware and Hudson Canal Company under an act of the Legislature passed May 9, 1867, and was opened in January, 1872. The operation, earnings and expenses of that part of the road within the State of New York are included in those of the Albany and Susquehanna Railroad, lessee.

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
rading, masonry and ballast ridges aperstructure (including ties) alls and, land damages and fences assenger and freight stations ngine and car houses ngineering expenses elegraph line	6,559 59 6,323 09 12,182 90 41 28	56,906 6 369,854 9 12,183 9 86,506 9 19,364 0 2,182 6 19,273 8
Total cost of road	\$39,528 67	\$1,062,466
EQUIPMENT.  coomnotives	760 00	7,600 5,000
rand total cost of road and equipment	\$39,788 67	\$1,178,506
DETAILS OF ADDITIONS OR BETTERMENTS Decond track, Nineveh	URING THE YEAR	\$26,086 9,019 3,335 1,136
		939.788

#### Officers and Directors of the Company.

See lessee's report of the Albany and Susquehanna Railroad.

Title of company owning road. Delaware and Hudson Canal Company. General offices at New York city. Date of close of fi-cal year, December 31. Date of stockholders' annual meeting, second Tuesday in May. For information concerning this report, address R. A. Henry, Auditor.

\$2.591 68

# LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1867.)

Capital Stock.		·
	COM	CON.
•	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction, and now outstanding	2,000	-\$200,000
Number of stockholders		8
<del></del>	<del></del>	
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast	\$801 57	\$122,897 13
oridges		82,914 86
ordiges Superstructure (including ties) and rails	*358 49	88,709 96 82,278 70
Sagine, car houses, shops, machinery and tools	188 71	4,670 91 39,505 88
Engineering expenses		5,680 00
Total cost of road	\$631 79	\$326,657 47
EQUIPMENT.	***************************************	
ocomotives	*8535 00 58 25	\$41,450 00 5,100 0
reight and other cars		45,900 00
rand total cost of road and equipment	*894 96	\$419,107 4
TE.— The great cost of road and equipment is due to heavy, running as high as 222 feet to the mile and entin 7.65 miles.  Arry all the business is furnished by the iron ore min arry all the business is furnished by the iron ore min are exhausted or worked out the use of the road mu	the fact that the segregating not be seen to be seen the second seen the second second seen the second seen the second second seen the second	early 1,400 feet e; when these cease.
Income Account for Year Ending September 6 countries of the Countries of t	mber 30, 1889	
ess operating expenses (excluding all taxes)	• • • • • • • • • • • • • • • • • • • •	77,079 88
Net earnings from operation	•••••	\$25,238 96
Income from other sources, as follows, viz.:  aterest and rents		804 21
Gross income from all sources	\$2,867 28	
		3,446 5
Net income from all sources		* \$22,591 64
Payments' from net income, as follows, viz. : ividends declared, 10 per cent		
structure acciment to be contri	•••••	

Surplus for year ending September 30, 1889 .....

# General Income Account.

Surplus for year ending September 30, 1889.	\$2,591 <b>48</b> 275,498 64
Surplus up to September 30, 1888 Increased cost of road and equipment and inventory	
Total surplus September 30, 1889	\$278,580 34
Analysis of Gross Earnings and Operating Expenses	•
Earnings.	\$102,165 43
Freight, local Passengers, local	147 90
Total gross earnings	\$102,513 33
OPERATING EXPENSES.	
Maintenance of way and structures: Repairs of track and roadbed	\$10,991 57 1,050 65
Steel rails laid, 60 tons; cost \$30.50 per ton. Bepairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc Repairs of fences. Other expenses for maintenance of way and structures.	4,739 01 606 65 994 34
Total	
Maintenance of equipment:  Repairs of locomotives.  Repairs of cars.	. \$8,027 17
Repairs of cars	6,416 11 296 ft
Other expenses for maintenance of equipment	2,124 35
Total	\$16,966 4
Conducting transportation: Wages of conductors and men	<b>97,689</b> 54
Wages of conductors and men. Wages of engineers and firemen Fuel for locomotives.	7,848 97
()ii and wasta	1 378 77
Water supply	68 25
Water supply Wages of station agents and clerks Wages of watchmen, fingmen and switchmen. Other expenses for conducting transportation.	2,500 00 890 17 660 40
Total	\$36,126 17
General expenses: Salaries of general officers and clerks General office expenses and supplies. Stationery and printing. Damage to cattle and property. Telegraph maintenance and operation Mileage of cars of other companies (debit balance). Other general expenses.	\$1,800 00 313 02 78 17 56 00 72 00
Other general expenses	2,827 🐯
Total	. \$6,592 48
Grand total operating expenses	
General Balance Sheet September 30, 1889.	
A gazima	
Cost of road	. \$336,657 47 . \$2,458 99
Current assets, as follows, viz.:       \$1,841 6         Cash on hand       \$1,160 9         Due by agents       1,160 9         Open accounts       20,540 9         Materials and supplies       35,929 2	9 1
Due by agents         1,160 9           Open accounts         20,840 9           Materials and supplies         35,939 2	7
	59,473
•	\$478,680 ! 6
Canital stock	4 000,000 P
Capital stock	278,580
	\$478,68F &

# LAKE CHAMPLAIN AND MORIAH.

# Traffic and Mileage Statistics.

	ITEM.				A	ll local.
Number of passengers carried		· · · · · · · · · · · · · · · · · · ·	•••••			1,126 8,445 483,720 3,705,721
Freight train mileage	• • • • • • •		••••			47,870 77,760
Total train mileage	•••••					125,630
Computed on earnings from carrying Average rate received per mile for carry. Average rate received per mile per ton for	ing pa	ng <b>ers</b> an ssengers,	second c	lass		ll local. Cents. 1.75 2.76
Description of F	lond :	and Equ	ipment.			
	TRACK					ned, all . State.
Main line from Port Henry to Mineville, Sidings and turnouts on main line	single	track		 	•	7. <b>66</b> 6.70
Grand total of tracks, sidings and tur					•	14.86
Laid with steel rail, main line				<b></b>		7.66
Average life of rails—steel, 15 to 20 year rails per yard—steel, maximum, 60 lbs. inches; ballasted with gravel and ore.	rs; ave	erage life mum, 50		RE LINE		
. Bridges.		•	Nui	mber.	Aggi	regate gth.
iron bridges	• • • • • • • • • • • • • • • • • • • •			2 1		Feet. 230 16
Total		· · · · · · · · · · · · · · · · · · ·		8		246
					<u> </u>	
EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	4	\$11.750 7,129	96,000 56,000	10 10	1	
Total	8				5	
first-class passenger car	1 8	\$4,684 500	26.880 6,720	20 12	1	COMMER 1
Total	4		•••••	•••••	1	1

#### Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent couplers.
Box freight car. Coal freight cars. Flat freight cars. Wrecking car, 4-wheel Gondola, 8-wheel Ore cars, 4-wheel	1 15 5 1 1 247	\$400 250 180 50 350 250	14,000 6,484 7,220 6,484 15,900 6,720	10 5 5 3 6 6		
Total	270	4				

First-class passenger car has Westinghouse air brake, Eames' vacuum brake and Miller patent buffer platform and coupler; second-class cars have hand-wheel brake and link coupler; freight cars, side-lever brake on all wheels and link and pin coupler. Target switch used on main line and sidings, and lever switch on sidings only.

#### Miscellaneous Statistics.

ITEM.	N. Y. State.
Telegraph owned by this company and operated by the Northern New York Telephone Company, miles. Road constructed and opened for business during the year, miles. Total assessed value of real and personal property of company. Length of steel rails laid during year in repairs, miles Railroad crossing road over or under grade. Highway crossings at grade without protection. Highway crossings over or under grade.	7,66 ,35 \$164,600 071
Overhead obstructions less than 20 feet above track	

Passenger cars are heated by steam heaters, lighted with oil lamps and ventilated by top side ventilators.

DESCRIPTION OF FREIGHT MOVED.	
ITEM.	Tonnage.
Flour, grain and feed	1,165
Lumber, wood and bark	1,558
Pig and bar iron and steel	464.543
Coal and coke	13,370
Petroleum and other oils	- 12
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	192
All other manufactures	201
All other merchandise	31
All other agricultural products Stone and sand	3 /25
otone and sand	0,100
Total	483,799
=	
A COTTO BENTS.	

# EMPLOYEES.

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages paid them during year......

Employees injured.....

#### Officers of the Company.

Name.	Title.	Official Address.
GEO. R. SHERMAN	President	Port Henry, N. Y.
ALBERT TOWER	Treasurer	Poughkeepsie, N. Y.
FRANK 8. WITHERBEE	Secretary	Fort Henry, N. Y.
E. B. HEDDING	General Superintendent	Port Henry, N. 1.

#### Directors of the Company.

Name.	Residence.
GEO. R. SHERMAN	Port Henry, N. Y.
WALTER C. WITHERBEE	Port Henry, N. Y.
HENRI M. BRARM	New York city.
ALBERT TOWER	Poughkeepsie, N. Y.
James A, Burden	Troy. N. Y.

Title of company. Lake Champlain and Moriah Railroad Company.
General offices at Poughkeepsie and Port Henry, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address Albert Tower, Treasurer,
Poughkeepsie, N. Y.

# LAKE SHORE AND MICHIGAN SOUTHERN.

(Date of consolidation, August 14, 1869.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	00	MMON.	PRE	FERRED.
	No. of shares.	Par value.	No. of shares.	Par value.
*Authorized by law or charter, and now outstanding	494,665	\$49,466,500	5,836	\$533,500

Grand total of common and preferred stock now outstanding	\$50,000,000
Number of stockholders	3,264

#### FUNDED DEBT.

DESIGNATION OF LIEN.		ears.	INTEREST.			*Cash
	Date.	Term, ye	Rate.	When payable.	Amount outstand- ing.	realized on amount outstand- ing,
Lake Shore and Michigan Southern consolidated first mortgage bonds	July 1, 1870 Apr. 1, 1869 Oct. 1, 1867 Apr. 1, 1868 Dec. 1, 1878 Aug. 1, 1876 Sept. 1, 1869	1	p. c. 7 7 7 7 7	Jan. & July Apr. & Oct. Apr. & Oct. Apr. & Oct. June & Dec. Feb. & Aug. Jan. & July	1.356,000 920,000 2,784,000 24,692,000 924,000	

<sup>\*</sup>Can not give cash realized on amount outstanding as this is a consolidation of great original companies.

Cost of Road an	d Equipmen		otal cost up to Sept. 30, 1889.
Total cost of road			\$66,700,000 00 17,300,000 00
೯ ಕಳು ೆಗ್ಗಾರ *Grand total cost of road and equipment	\$34,000,000.00		
Income Account for Year E	nding Senter	mber 30, 1889	
Gross earnings from operationLess operating expenses (excluding all taxes			
Net earnings from operation			
Interest and dividends on assets	35744317625465664		
Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals  Taxes on property used in operation of road Taxes on earnings and capital stock		\$3,254,790 00 499,805 29 444,847 83	\$7,383,586 38
Net income from all sources			\$3,146,767 8
Payments from net income, as follows, viz.: Dividends declared, 10 per cent on \$533,500 gm Dividends declared, 5 per cent on \$49,466,500 cm	aranteed stock ommon stock .	\$53,350 00 2,473,325 00	2,596,675 00
Surplus for year ending September 30, 188	9		\$630,091 85
General Inco	me Account.		
Surplus for year ending September 30, 1889			\$630,001 80 11,418,853 16
Deduct amount charged off in settlement of 31, 1888		nts December	\$12,008,945 % 75,210 #
Total surplus September 30, 1889			\$11,960,735.00
DETAILED STATEM			A STATE OF THE PARTY OF THE PAR
Erie and Kalamazoo Railroad Kalamazoo, Allegan and Grand Rapids Railr Jamestown and Franklin Railroad Mahoning Coal Railroad Detroit, Hillsdale and Southwestern Railway Fort Wayne and Jackson Railroad	V		54,500 08
Total amount of rentals deducted from i	ncome		\$499,805 15
Analysis of Gross Earning  EARNI	Committee of the commit	ing Expenses	
	Passenger.	Freight.	Total
Freight, through	- 0	*** *** ***	and any made
Passengers, through		\$11,821,819 54	\$11,821,829 54
Mail       Express         Miscellaneous, as follows, riz.:       \$228,792 06         Rents       \$228,792 12         Extra baggage       65,752 12         Miscellaneous       27,790 97	\$5,036,161 93 1,076,221 32 415,946 68		5,035,161 8 1,076,281 2 415,945 8
Aliscenations 27,790 97	155,556 18	166,778 97	223,205 II
Total gross earnings	\$6,683,886 11	\$11,988,598 51	\$18,673,454 50

<sup>\*</sup>No additions or betterments during the year; all expenditures during the year to additions to construction and equipment were charged to operating expenses. As the is a consolidation of several original companies, it is impossible to furnish the cost each item of construction and equipment.

# LAKE SHORE AND MICHIGAN SOUTHERN.

# Analysis of Gross Earnings and Operating Expenses—(Continued). Operating Expenses.

	Passenger	. Freight.	Total.
Maintenance of way and structures:			
Steel rails laid	\$90,996 4	8 \$164,611 60	\$255,608 00
Repairs of bridges (including culverts and	454,581 7	8 822,333 33	1,276,915 1
cattle-guards) Repairs of stations, shops, docks, etc	142,582 7		400,518 4
Repairs of stations, shops, docks, etc	122,586 8		342,421 30
Other expenses for maintenance of way,	25,946 1	,	72,475 20
structures, ties	106,420 2	2 192,512 99	298,933 2
Total	\$943,114 2	1 \$1,703,752 16	\$2,646,866 3
Maintenance of equipment:			<del></del>
Repairs of locomotives	\$268,554 5		
Repairs of cars	197,160 1	2 1,011,284 48	1,208,444 60
Total	\$465,714 7	0 \$1,497,096 70	\$1,962,811 40
Conducting transportation:		<del>`</del>	
Wages of conductors and men	\$229,948 8		
Wages of engineers and firemen	414,875 8		1,165,381 67
Fuel for locomotives	276,762 8		777,422 26
Oil and waste	25,729 2		72,273 27
Water supplyOther train supplies or expenses	22,124 0 10,548 0		62,146 26 15,078 85
wages of station agents, clerks and for	10,546 0	2,030 20	10,018 8
labor at stations	765,539 2		2,138,377 70
Station supplies	21,592 2	38,721 25	60,313 48
Total	\$1,767,119 9	4 \$3,316,882 54	\$5,084,002 48
General expenses:		<del></del>	<del>'</del>
delaries of general officers and clerks General office expenses and supplies, con-	\$180,184 1		
tingencies	13,044 7		36,487 92
Stationery and printing	87.135 7 96,635 9		103,731 24 211.649 88
Agal or paness and advertising	23,937 4		66.864 49
egal expenses	4.787 6		47,678 46
Damage to cattle and property	5.778 9		16.232 98
niurles to persons	26.215 9		73.640 27
Glegraph maintenance and operation	107,654 2		302,399 55
balance)	24,297 1	7 583.141 69	607,438 86
balance)	39,764 9		111,075 27
Total	\$509,437 0	3 \$1,431,354 70	\$1,940,791 78
Frand total operating expenses	\$3,685,385 8	8 \$7,949,086 10	\$11,634,471 98

# General Balance Sheet September 30, 1889.

ASSETTS.		
Cost of road	\$66,700,000	00
Cost of equipment	17,300,000	00
Other permanent investments, as follows, viz :		
Stock of other companies	15,667,147	02
Bonds of other companies.	4,916,542	
Stock of other companies	295,170	42
Current assets, as follows, viz :		
Qash on hand		
Due by agents 412.792 82		
Open accounts		
Open accounts         708,122 94           Laterials and supplies         634,545 21		
	4,485,831	25

\$109,864,691 19

Liabilities,	
Capital stock	\$50,000,000 00 46,266,006 00
Current liabilities, as follows, riz.: Interest on funded debt accrued. Audited vouchers and pay-rolls. Profit and lose (surplus)	1.134,955 86
	\$109,364,601 19

#### Trame and Mileage Statistics.

	Through.		Total.
Item.	Through.	Local.	TOUM,
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	103,835 56,670,900 2,890,867 872,814,075	4,187,517 163,313,163 6,675,250 925,129,657	4,291,302 219,384,683 9,566,117 1,797,943,732
Passenger train mileageFreight train mileage			3, <b>9</b> 70,4 <b>6</b> 7,151,91
Total train mileage			11,122,57

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$6,683,896 01 1 56 080 1 69 11,988,598 51 1 25	93 7,949,086 10 83	\$2,996,516 13 70 013 76 4,039,519 41 42 003

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local
Average rate received per mile for carrying pas- sengers, first-class	Cents. 2.143	Cents. 2.569	Coats.
Average rate received per mile for carrying pas- sengers, second class  Average rate received per mile for carrying pas-	1.969	2.001	1.57
Average rate received per mile for carrying pas- sengers, all classes	2.130	2.304	2.5%
sengers, all classes.  Average rate received per mile per ton for carrying freight, all classes	.551	.786	.446

# LAKE SHORE AND MICHIGAN SOUTHERN.

# Description of Road and Equipment.

	MILES OWNED.		, <b>8</b> .1	TOTAL	MILES.
Trace.	Length in N. Y. State.	Entire length.	Miles leased, outside N. State.	Length in N. Y. State.	Entire length.
Main line from Buffalo to Chicago via Norwalk and Adrian, single track	69.50 1.50	540.49 546.33	822.73	69.50 1.50	540,49 869.06
Total single track	71.00	1,086.82	322.78	71.00	1,409.55
Second track on main line	69.50	252.64 20.36		69.50	252.64 20.36
Total second track	69.50	278,00		69.50	273.00
Sidings and turnouts on main line	41.51	873.31		41.51	373.31
roads		166.01	67.90		233.91
Total sidings and turnouts	41.51	539.32	67.90	41.51	607.22
Grand total of tracks, sidings and turnouts	182.01	1,899.14	890.63	182.01	2,289.77
Laid with steel rail, main line	69.50	540.49 485.82 60.51	243.51 79.22	69.50	540.49 729.33 189.73

Average life of rails—steel, 14 years; average life of ties, 9 years; weight of rails per yard, main line—steel, maximum, 71 lbs.; minimum, 60 lbs.; iron, branches, maximum, 60 lbs.: minimum, 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with stone, gravel, slag and cinders.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased,	Miles of double track.	Miles laid with steel rails.	Miles laid with iron rails.
Northern Division	Elyria Junction	Millbury Junct'n		72.95	Owned.	17.91	90.86	
Sandusky Pier	Junction at San-	Old depot at San-				-,		••••
-	dusky	dusky		8.72	Owned.	• • • • • •	8.72	••••
Ashtabula	Ashtabula Har- bor	Jamestown		88.81	Owned.		38.31	
Jamestown & Franklin	Jamestown	Oil City		50.91	Leased		50.91	
Mahoning Coal with	Youngstown	Andover		38.21	Leased	• • • • •	38.31	3.75
3 short coal brichs.		St. Line, O. & Pa.	• • • • •	8.75 5.97	Leased.		5.97	3.10
Stewart Railroad	St. Line, O. & Pa.	Connection with N. Y., L. E. &W. R. R., north of Sharon		1.95	Loased Loased		1.95	:::::
Junction with D. A. V.	,	DOWNER PETERS						
& P. R. R. at Dunkirk	132.432.134.131.131.	#113.5 A	1.50	1.50 130.83	Owned		130.83	1.50
Air Line D. M. & T. R	Air Line Junct'n	Elkhart		62.36	Owned	2.45	64.81	
Jackson	Lenawee Junct'n	Jackson		41,98	Owned	•••••	36.59	5.39
Monroe	Lenawee Junct'n			29.37 36.57	Owned		28.80 34.71	0.57
Kal. & WhitePig'n R.R. K. A. G. R. R.	White Pigeon	Kalamazoo	::::	58.42	Leased.		55.38	3.04
Det., Hills, & S. W. R.	Ypsilanti	Grand Rapids Bankers	::::	65.20	Leased.		6.08	59.12
Pt. Wayne & Jackson	Fort Wayne	Jackson		97.83	Leased.		84.52 36.45	13.31
Northern Central R. R. Detroit & Chicago R. R	Fayette	North Lansing Detroit River	::::	67.60	Owned.		41.10	24.00 26.50
Total			1.50	969.06		20.36	749.69	139.7

# REPORT OF THE RAILROAD COMMISSIONERS.

# Description of Road and Equipment - (Continued.)

	IN NEW Y	ORK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Clambination buildes		Feet.	- 1	Feet.	
Combination bridge	13	1,5281/2	102 59	10,27 7,54	
Wooden trestles	3	283	158	19,38	
Total	16	1,811%	315	37,51	

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	111 414	\$8,400 9,700	192,000 182,000	15 15	110 393	
Total	525			•••••	503	
Buffet, dining and official cars	12 139 46 109	\$7,500 3,500 3,000 1,000	65,000 45,000 45,000 35,000	15 15 15 15	12 139 46 109	129 129 44 109
Box freight cars  Stock freight cars Coal freight cars Plat freight cars Ore cars Caboose, 8-wheel cars Bervice cars	10,973 1,483 3,187 1,820 50 263 191	\$420 420 340 300 650 800 350	18,000 18,000 16,000 15,000 36,250 20,000 20,000	15 15 15 15 15 15 15		1,457 219 236 219
Total	17,967					2,111

Miller hook and buffer and Westinghouse air brake are used on passenger cars. the Ames' coupler on 2.111 freight cars; ordinary link and pin on remainder.

The Clark split switch is standard for main track switches on main line; split and stub switch in main track on branches.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles Total assessed value of real estate and personal property of company.	204	3,183
of company.  Length of new steel rails laid during the year in repairs miles.  Railreads crossing road at grade.  Railreads crossing over or under grade.	14 2	109.53 83 15
Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstructions less than twenty feet above track.	68 16 7	1,600 171 73

Passenger cars are heated with steam and Baker heater, lighted with coal oil and mineral seal oil lamps, and ventilated by raised roof and by ventilators in sides

and ends of cars.

The American Express Company runs over this line from Buffalo to Cleveland and pays from 15 to 50 cents per 100 pounds on freight. The United States Express Company between Buffalo and Chicago pays from 20 cents to 85 cents per 100 pounds on freight. These companies do a general express business and deliver freight to us at our

These companies do a general express business and depots.

Sleeping and parlor cars are owned by Wagner Palace Car Company. They charge for double berths and \$4 for section, and from 25 cents to \$1.50 for seats in drawing-room cars. The Lake Shore and Michigan Southern Railway Company own three dining cars and operate them.

Red, White and Midland Lines (cooperative) run over this road. Railroads own the cars and pro rate expenses. Merchants' Despatch and Empire Line (stock companies) own their own cars and receive current rate of mileage and commission on all freight secured by them. No preference shown to any of them.

The company's United States mail contract is for \$1,089,107.82 per annum, including routed cars.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	253,056	2.6
Grain	932,742	9.8
Meats and provisions	324,734	3.4
Live stock	476,057	5.
Lumber and other forest products	814,966	8.8
rig and par iron and steel	735,814	7.7
Iron or other ores	874,078	9.4
Coal and coke	1,664,105	17.4
Petroleum and other oils	464,806	4.9
nies within this State from manufactories within this State	51,745	
All other manufactures	292,992	8.1
All other merchandise	673,470	7.
All other agricultural products	316,997	8.8
All other articles not included above	1,691,655	17.7
. Total	9,566,117	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers. Employees. Others	5	1 2 8	2 7 16
Total	14	11	25

#### EMPLOYERS.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	12,127
Aggregate amount of salaries and wages paid them	\$7,144,145 29

#### Officers of the Company.

Name.	Title.	Official Address.
WILLIAM K. VANDERBILT	Chairman of the Board	New York city.
JOHN NEWELL	President and General Manager	Cleveland, O.
DWIGHT W PARTER	Vice-President, Treas. and Secretary Assistant Treasurer	New York city.
	Local Treasurer and Asst. Secretary	
JAMES E. CHILDS	Assistant General Manager	Cleveland, O.
ADDISON HILLS	Assistant to President	Cleveland, O.
GEORGE C. GREENE	General Counsel	Cleveland, O.
O. G. GETZEN-DANNEB	Assistant General Counsel	. Cleveland, O.
PHINEAS P. WRIGHT	General Superintendent	Cleveland, O.
JOHN T. R. MCKAY	Assistant General Superintendent General Freight Agent	Cleveland, O.
	COLUMN LICENSE IL INCLUSION CONTRACTOR CONTR	

Name. J. G. James M. S. Chase A. J. Smith E. C. Luce	<ul> <li>Title.</li> <li>Assistant General Freight Assistant General Freight A. General Passenger and Ticl.</li> <li>Assistant General Passel Ticket Agent.</li> </ul>	Agent Chicago, Ill. ket Agent, Cleveland, O. nger and
G. W. STEVENS JOHN KIRBY	Chief Engineer Superintendent of Motive P Master Car Builder Purchasing Agent	ower Cleveland, 0. Cleveland, 0. Cleveland, 0.
	Directors of the Company	
Name.		Residence.
CORMELIUS VANDERBILT FREDERICK W, VANDER SAMUEL F, BABGER JOHN E, BUBRILL DABIUS O, MILLS EDWIN D, WORCESTER WILLIAM L SCOTT CHARLES M, REED RASSELAS BROWN JOHN NEWELL JEPTHA H, WADE JOHN DE KOVEN	T	New York city.  New York city.  New York city.  New York city.  New York city.  New York city.  Erie, Pa.  Erie, Pa.  Ulevoland, O.  Cleveland, O.  Chicago, Ill.
General offices at Clevela New York office, room 47, Date of close of fiscal yes Date of stockholders' and	Grand Central Depot.	n May.

# LEBANON SPRINGS.

#### RECEIVER'S REPORT.

(Date of charter, March 25, 1852.)

For history of organization, etc., see Reports of 1884, 1885 and 1888.

#### Income Account for Year Ending September 30, 1889. 961,093 94 56,198 11 Gross income from all sources..... 84,895 83 Deductions from income, as follows, viz.: 197 14 **527 06** Surplus for year ending September 30, 1889 ..... \$4,298 77 General Income Account. \$4,298 17 160 48 Total surplus September 30, 1889 ..... 84,450 2 DETAILED STATEMENT OF RENTALS. Rent, general office, Bennington. Vt. Rent. ground for engine-house. Bennington, Vt. Bent. ground for station. Chatham, N. Y. Rent, station, Petersburgh Junction 120 0 Total amount of rentals deducted from income...... \$389 1

# LEBANON SPRINGS.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

	Passenger.	Freight.	Total.
Freight local		\$39,084 71	239,084 71
Freight, local Passengers, local	\$17,058 06	400,001 11	17.058 05
Mail	8,109 18		3,109 18
Express Switching	900 00		900 00
Switching	••••	872 00	872 00
Total gross earnings	\$21,067 23	\$39,956 71	\$61,028 94
Operating (	Expenses.	····	
Maintenance of way and structures:			
Repairs of track	\$4,066 56	\$8,133 13	\$12,199 69
Repairs of track Renewal of ties Repairs of bridges (including culverts and	245 28	490 58	785 86
	428 01	856 00	1,284 01
Repairs of stations, shops, docks, etc	105 05	210 10	315 15
Repairs of fences	282 99	465 98	698 97
Total	<b>\$5</b> ,077 89	\$10,155 79	\$15,233 68
Maintenance of equipment:			
Repairs of locomotives	\$787 75	\$1,475 50	\$2,218 25
Repairs of cars	795 93	1,591 86	2,887 79
sepairs of machinery and tools	19 83	38 66 894 59	57 99
Machine shop labor	447 29 107 26	214 52	1,841 86 321 78
Total	\$2,107 56	\$4,215 13	\$6,322 6
Conducting transportation:		'-	
Vages of conductors and men	\$1,533 01	\$3,066 02	\$4,599 0
Vages of engineers and firemen	1 200 28	2,580 52	8.870 7
uel for locomotives	2,125 05	4,250 10	6,875 1
li and wasta	175 38 1	350 75	526 1
Vater supply ther train supplies or expenses Vages of station agents and clerks	80 56	61 12	91 6
ner train supplies or expenses	18 80	87 62	56 4
vages of station agents and cierks	1,785 35	3,570 69	5,356 (
lire of enginestation supplies	1,648 83 129 47	2,096 67 258 93	8,145 ( 388 4
Vages of watchmen, flagmen and switchmen	936 12	1.872 25	2,808
vercharges		165 07	165
Total	\$9,072 33	\$18,809 74	\$27,382
General expenses:		<del>'-</del> '	
alaries of general officers and clerks	\$1,364 34	\$2.728 66 l	\$4,093 (
lanaral office expanses and annulies	184 81	329 62	494 4
tationery and printing	95 30	190 60	285 9
utside agencies and advertising	18 25	36 50	54 7
BK&! CXD9D908	190 10	270 87	405 5
oss and damage of freight and baggage		11 76	11 7
amage to cattle and property	12 00 3 00		12 0
njuries to persons	7 20	14 40	3 (
elegraph maintenance and operation illeage of cars of other companies (debit		15 40	. 21 6
halance)		1,759 76	1,759 7
balance)ther general expenses	89 81	78 61	117
Total	\$1,839 39	\$5,420 28	\$7,259 (
rand total operating expenses	\$18,097 17	\$38,100 94	\$56,198

# General Balance Sheet of Receiver September 30, 1889.

Assets.	
Cash on hand	\$2,980 40
Due by agents	899 16
Open accounts	1.642 19
Materials and supplies	1,277 A

<sup>\*</sup>Thirty cents out of the way.— R. R. Commissioners.

Audited vouchers and pay-rolls. \$5,516 54
Open accounts. 438 28

Profit and loss (surplus)	•••••		- 95,954 89 . *4,298 79
	•		\$10,263 61
Traffic and Mil	oago Statisti	irs.	
ITEM.	Through.	Local.	Total.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile	6,813 378,427	56,521 565,210 31,722 1,126,573	56,521 565,210 38,536 1,506,600
Passenger train mileageFreight train mileage			29,005 58,011
Total train mileage			87,017
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings). Average per passenger carried Average per passenger per mile Average per passenger train per mile	\$21,067 28 374 037 726	\$18,097 17 320 032 624	\$2,970 06 05- 001
Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	89,956 71 1 04 026 69	. 38,100 94 988 024 66	1,855 77 05 00 08
ITE Computed on earnings from carrying pass Average rate received per mile for carrying Average rate received per mile per ton for carrying Description of Rose	engers and fre passengers, al arrying freight	l classes t, all classes	Through and local. Cents.
			OWNED.
TRACK.		Length in N. Y. State.	Entire length

Weight of rails per yard—steel. maximum, 65 lbs., minimum, 60 lbs.; iron. maximum 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

51.18 3.70

54.88

24.18

57.10 4.43

61.53

30.10

Grand total of tracks, sidings and turnouts .....

<sup>\*</sup> This is \$160.46 less than given in "General Income Account."-R. R. Commissioners.

# LEBANON SPRINGS.

# Description of Road and Equipment—(Continued).

IN NEW YORK STATE. ENTIR			E LINE.	
Number.	Aggregate length.	Number.	Aggregate length.	
27	Feet. 492 813 1,172	5 28 7	Feet. 519 878 1,172	
	2,477	40	2,555	
	Number.	Number. Aggregate length.  Feet. 492 27 813 7 1,172	Number. Aggregate length. Number.    Aggregate length.   Number.	

Equipment.	No. owned.	No. leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	2	2	4	70,000		
First-class passenger cars	3 4		3 4		3 4	8
Total	7	,	. 7 -		7	7
Box freight cars	11		11			J

Miller coupler used on passenger cars, link and pin on freight cars. Both safety and ordinary switches used on this road.

### Miscellaneous Statistics.

ITEM.	In N.Y. State.	Entire line.
Telegraph owned and operated by company, miles	1 1	57.10 1 1 5

Passenger cars are heated by Spear car heater, lighted with oil and candles, and ventilated by ordinary ventilators.

The National Express Company runs over this line under contract, at a stated sum per month.

Contract for carrying United States mail, \$3,596.64 per annum for four years from July 1, 1889.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM,	Tonnage.	Per cent.
Pioer	533	1.4
	0 410	6.2
Heats and provisions. Live stock	818 118	2.2
	14 710	85.7
Pig and bar iron and steel	566 572	1.5
Detection and other oils	9,340	24.3
	244	
panies within this State from manufactories within this State.  All other manufactures	2,786 987	7.4

# Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent.
All other merchandise. All other agricultural products. All other articles not included above.	903 3,179 2,443	2.5 8.2 6.1
Total	38,535	100

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	100
Aggregate amount of salaries and wages paid them	\$39,386 26

# Officers.

Name.	Title.	Official Address.
E. D. BENNETT	Receiver	Bennington, Vt.

Title of company, Lebanon Springs Railroad. General offices at Bennington, Vt. Date of close of fiscal year, September 30. For information concerning this report, address William V. Reynolds. Receiver.

#### LEHIGH AND HUDSON RIVER.

(Date of charter, April 1, 1882.)

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter and now outstanding	13,400	\$1,340,660	

#### FUNDED DEBT.

No. of the Control of		years.	INTEREST.		Amount	Amount
DESIGNATION OF LIEN.	Date.	Term,	Rate.	When payable.	author- ized.	outstand- ing.
First mortgage, coupon, War- wick Valley R. R First mortgage, coupon, Wa-	July 1, 1879	20	p.c.	April & Oct.	\$145,000	\$145,000
wayanda R. R	Jan. 1, 1880	20	6	Jan. & July	65,000	65,000
First mortgage, coupon, Le- high and Hudson River Ry.	July 1, 1881	30	5	Jan. & July	800,000	800,000
Second mortgage, coupon, Warwick Valley Railroad	Dec. 1, 1881	30	6	April & Oct.	240,000	240,000
Second mortgage, consolida- ted, Lehigh & Hud, R. Ry.Co. Funded certificates	July 1, 1887 July 1, 1885	30 5	5	Jan. & July Jan. & July	500,000 96,000	208,180 74,300
Total				******	\$1,846,000	\$1,539,548

# LEHIGH AND HUDSON RIVER.

# Cost of Road and Equipment.

Road.		Additions or bettermen:s during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry, ballast, bridges, superstr	ucture (inclu-		
ding ties), and rails		\$2,172 80 295 00	\$2,170,894 79 170,627 44
Land land damages and fences.  Passenger and freight stations  Engine and car houses, shops, machinery, t		2,003 78	27,606 6
Engine and car nouses, snops, machinery, water stations  Engineering expenses	oois, ruei and	8,561 54	23,926 9
Engineering expenses	• • • • • • • • • • • • • • • • • • • •		88,257 8 5,121 5
Commissions, legal expenses, etc		••••	44,414 9
Total cost of road		\$13,083 07	\$2,480,849 7
EQUIPMENT.	•		
Locomotives Passenger, mail, baggage and express cars			\$102,116 8 39,944 3
Freight and other cars			295,862 8
Total cost of equipment			\$437,924 0
Grand total cost of road and equipment		\$13,038 07	\$2,918,778 7
Total	3)	••••••••••••	\$269,597 9 168,014 8 \$101,583 0
aterest on funded debt due and accrued axes on earnings and capital stock		\$88,096 84	•
Garata dan asar ar Mara Garata har sa 100	•		94,660 0
Surplus for year ending September 30, 188	39	••••••	\$6,923 0
General Income			
arplus for year ending September 30, 1889 eficit up to September 30, 1888			
encit up to September 30, 1888	<i>.</i>		\$6,923 0 115,452 7
Total deficit September 30, 1888			\$6,923 0 115,452 7 \$108,529 6
Total deficit September 30, 1889		••••••	\$108,529 6
	and Operat	••••••	\$108,529 6
Total deficit September 30, 1889	and Operat	••••••	\$108,529 6
Total deficit September 30, 1889	and Operat	••••••	\$108,529 6
Total deficit September 30, 1889	and Operat	ing Expenses	Total.
Total deficit September 80, 1889	and Operat	ing Expense	\$108,529 6 Total.
Total deficit September 30, 1889	and Operat	ing Expense	Total.
Total deficit September 30, 1889	and Operat NGs.  Passenger.	ing Expense	Total.  \$224,659 7 22,433 6 2,978 4
Total deficit September 30, 1889	and Operat NGs.  Passenger.	ing Expense	Total.  \$224,659 7 22,433 6 2,978 4

# Analysis of Gross Earnings and Operating Expenses—(Continued). OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures :			
Maintenance of way and structures: Trackage paid New York, Susquehanna and Western Railroad		i ì	an am M
Western Railroad	<b>\$6</b> 80 00	\$1,620 00	\$2,000 00
laid, 3,924 tons; cost, \$110,548.45	12,483 89	53,220 80	65,704 ff
Repairs of bridges (including culverts and	- •	1	
cattle-guards)	415 45	1,771 11	2,196 56 178 0
Repairs of stations, snops, docks, etc	33 84 141 88	144 25 602 71	744 (6
Repairs of fences Other expenses for maintenance of way and	111 00	002 12	
structures	110 46	470 98	561 %
Total	\$13,565 02	\$57,829 80	\$71,394 8
L		!	
Maintenance of equipment:			ara 118 B
Repairs of locomotives	\$1,978 62 1,808 34	\$8,435 18 7,709 24	\$10,413 B 9,517 B
Bepairs of cars Bepairs of machinery and tools	77 20	329 14	406 3
Jiner expenses for maintenance of equib-			
ment	34 59	147 48	120
Total	\$3,898 75	\$16,621 04	\$30,519 7
Conducting transportation:			
Vages of conductors and men	\$2,041 06	98,701 37	\$10,743
Vages of engineers and firemen	1,771 81	7,297 72	9,009
uel for locomotives	2,970 89	12,665 36	15, <b>636</b> 1, <b>530</b>
Oil and waste	233 87 211 25	997 01 900 57	1,111
Water supply Other train supplies or expenses	61 03	260 19	321
wages of station agents and clerks	1,301 01	5,546 40	6,847
Wages for labor at stations	191 21	815 18	1,006
Station supplies	99 04 228 84	422 20	801 1 1.294
Other expenses for conducting transporta-	228 84	975 56	1,500
tion	24 99	106 55	151
Total	\$9,075 00	\$38,688 11	\$47,763
General expenses:		<u> </u>	
lalaries of general officers and clerks	\$2,908 26	\$12,398 39	\$15,366
eneral office expenses and supplies	195 32	882 68	1,038
stationery and printing	178 02	758 94	956 150
Outside agencies and advertisingegal expensescoss and damage of freight and baggage	150 82 33 43	142 52	173
oss and damage of freight and haggage	00 10	37 71	37
Damage to cattle and property	33 10	141 09	174
niuries to persons	500 00		500
Telegraph maintenance and operation Mileage of cars of other companies (debit	362 56	1,545 63	1,906
balance)	218 88	7,535 86	7,754
Other general expenses	69 15	294 81	363
Total	\$4,649 54	\$23,687 62	131,25
Frand total operating expenses	\$31,188 31	\$136,826 57	\$168,614

# General Balance Sheet September 30, 1889.

Assets.	·	
Cost of road		\$2,488,85 437,934
Current assets, as follows, viz.: Cash on hand Due by agents Open accounts Materials and supplies	1.491 2R	9.7
Profit and loss (deficiency)		
	•	23,116,63

Current Rabitities, as follows, vir.	Capital stock		• • • • • • • • • • • • • • • • •	. \$1,340,000 00 1,532,540 00
St.   116,639 56   St.   116,6	Audited vouchers and pay-rolls  Open accounts  Loans and bills payable	<i> </i>	17,216 2 6,918 8 169,394 4	9 8 0 0
Number of passengers carried	1			244,099 55
ITEM.				
Number of passengers carried	Traffic and Mile	age Statistic	os.	
Number of passengers carried one mile	ITE	M.		All local.
Titel	Number of passengers carried one mile Number of tons of freight carried			. 815,265 . 375,681 . 17,796,889
Passenger earnings and expenses (including mail, express and miscellaneous earnings). \$28,568 39 \$31,188 31 \$2,619 92 3634 0336 34 2619 29 3634 0336 34 2619 29 3634 0336 34 2619 29 3634 0336 34 2619 29 3634 0336 3619 3619 3619 3619 3619 3619 3619 3	Passenger train mileage	• • • • • • • • • • • • • • • • • • • •	••••••	. 34,344 143,676
Titel	Total train mileage	••••••		. 178,020
Mail line from Greycourt, N. Y., to Belvidere, N. J., single track   Main line from Greycourt, N. Y., to Belvidere, N. J., single track   Main line from Greycourt, N. Y., to Belvidere, N. J., single track   Main line from Greycourt, N. Y., to Belvidere, N. J., single Grand total of tracks, sidings and turnouts on main line   10.950   3329   3634   0395   0392				
Computed on earnings from carrying passengers and freight only.  Average rate received per mile for carrying passengers, all classes	mail, express and miscellaneous earnings). Average per passenger carried Average per passenger per mile Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried Average per ton of freight per mile.	3829 0850 8818 241,029 56 6415 0135	3634 0382 9081 136,826 57 3642 0077	0305 0032 0768 Profit. \$104,202 99 2773 0068
TRACK.  Length in N. Y. State.  Main line from Greycourt, N. Y., to Belvidere, N. J., single track  Sidings and turnouts on main line.  Grand total of tracks, sidings and turnouts.  11.95  12.50  63.20  11.95  Grand total of tracks, sidings and turnouts.  17.94  75.15	Computed on earnings from carrying passes	engers and fre	classes	Cents. 2.751
TRACK.  Length in N. Y. State.  Main line from Greycourt, N. Y., to Belvidere, N. J., single track  Sidings and turnouts on main line.  Grand total of tracks, sidings and turnouts.  11.96  12.50  63.20  11.96  63.20  11.96	Description of Roa	d and Equip	ment.	
TRACK.  Length in N. Y. State.  Main line from Greycourt, N. Y., to Belvidere, N. J., single track Sidings and turnouts on main line.  Grand total of tracks, sidings and turnouts.  12.50 3.44 11.95 63.20 11.95	Marine e la la marine			9
Main line from Greycourt, N. Y., to Belvidere, N. J., single track Sidings and turnouts on main line.  Grand total of tracks, sidings and turnouts.  Length in N. Y. State.  14.50 3.44 11.95 63.20 11.95			MILES	OWNED.
track         14.50         63.20           Sidings and turnouts on main line         3.44         11.96           Grand total of tracks, sidings and turnouts         17.94         75.15	TRACK.		Length in N. Y. State.	Entire length.
Sidings and turnouts on main line			-	
Grand total of tracks, sidings and turnouts	track Sidings and turnouts on main line		14.50 3.44	
Laid with steel rail, main line				75.15
	Laid with steel rail, main line		14.50	63.20

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

# REPORT OF THE RAILROAD COMMISSIONERS.

# Description of Road and Equipment - (Continued).

	IN NEW Y	ORE STATE.	entire lier	
BRIDGES,	Number. Aggregate length.		Number.	Aggregate length.
Iron bridges	6 1 1	Feet. 328 28 54	17 1 9	Fed. 811
Total	8	410	27	2,72

EQUIPMENT.	No. owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped With prient coupler.
Locomotives, 6-drivers	<b>4</b> 5	82,000 68,000	1 5	
Total	9		6	
First-class passenger cars	6 5	36,000 32,000	3	-
Total	i1		7	<b>1</b>
Box freight cars. Milk freight cars Coal freight cars Coal freight cars, 4-wheels Flat freight cars, 6-wheels Caboose, 4-wheel car Caboose, 8-wheel car Caboose, 8-wheel cars Bervice car	14 6 502 19 10 1 2 1		6	

Both vacuum and hand-brake with Miller car coupler are used on passenger cars; hand-brake and Hopkins' drawhead on freight cars.

Split and stub switches are used on this road. Split switches are replacing states in all renewals.

# Miscellaneous Statistics.

Item.	In N, Y. State.	Entire line.
Telegraph owned and operated by company	5	e. <b>s</b>
Railroad crossing road over or under grade	22 1	

Passenger cars are heated by stoves (steam heat now being applied), lighted to lamps, and ventilated by door and roof ventilators.

Wells, Fargo & Co.'s Express runs over this line.
Contract with the U.S. Government for transporting mails at \$46.43 per mile to Jet 30th; since that time, \$49.59 per mile.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Plour	1,704	
Grain	8,295	
Meats and provisions	356	1 .1
LIVE STOCK	284	.1
Lumber	12,016	8.9
Fig and bar iron and steel	8,628	2.8
Iron or other ores	87,202	9.6
Qoal and coke	232,628	61.9
Petroleum and other oils	187	,1
pies within this State from manufactories within this State	106	
All other manufactures	15,035	4
All other merchandise	2,357	
Ill other agricultural products	24,562	6.6
All other agricultural products	37,326	9.9
Total	375.681	100

<b>7</b>	NUMBER OF ACCIDENTS,	•	
Employee killed		1	

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	156 \$76,584 23
	4.0,00E 20

# Officers of the Company.

Name.	Title.	Official Address.
GRINNELL BURT	President	Warwick, N. Y.
JOSEPH S. HARRIS	Vice-President	Philadelphia, Pa.
D. B. HALBTEAD	Secretary	New York city.
JOHN SAYER	Treasurer	Warwick, N. Y.
N. L. FURMAN	Superintendent	Warwick, N. Y.
R. M. REYNOLDS	Auditor	Warwick, N. Y.
F. E. SMITH	General Freight Ag	ent Warwick, N. Y.
CHARLES CALDWELL	Chief Engineer	Newburgh, N. Y.

Directors of the Company.	
Name.	Residençe.
GRINNELL BURT	Warwick, N. Y.
JOHN S. MARTIN	New Yorkleity.
WILLIAM C. SHELDON	Brooklyn, N. Y.
George W. Sanford	Warwick, N. R.
G. A. HOBART	Paterson, N. J.
J. R. MAXWELL.	New York city.f
J. S. Harris	Philadelphia, Pa.
F. C. GARNALL	Philadelphia, Pa.
E. W. CLARK	Philadelphia, Pa.
G. F. BAKER	New York city.
Austin Corbin	New York city.
EDWARD LEWIS	Philadelphia, Pa.
E. D. ADAMS	New York city.

Title of company, Lehigh and Hudson River Railway Company, General offices at Warwick, N. Y. Date of close of fiscal year, September 30. Date of stockbolders' annual meeting, first Monday in December, For information concerning this report, address E. M. Reynolds, Auditor.

# LEHIGH VALLEY.

#### LESSOR.

#### LESSEE - PENNSYLVANIA AND NEW YORK CANAL AND RAILBOAD COMPANY.

(Date of charter, March 23, 1882.)

For history of organization, see Report of 1885.

#### Capital Stock.

		CON.
	No. of shares.	Par value.
Authorized by law or charter and issued for actual cash	5,000	\$500,000
Number of stockholders		*
Cost of Road.		
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889.
Grading, masonry and ballast Bridges. Superstructure (including ties) and rails Land, land damages and fences Passenger and freight stations Engine and car houses Fuel and water stations Engineering expenses. Wherfing	\$48,623 79 219,218 87 8,364 00	\$258,733 37 106,652 51 247,002 65 1,984,459 14 4,413 17 3,953 55 14,622 57 1,090,000 66
Taxes Retail coal treatle Tifft Farm freight-house Butler Coal Company pockets Office Lumber Storage Company Buffalo, Main street building. William street transfer trestle	76,000 00	9,399 78 13,731 65 14,565 86 7,082 67 280 68 78,080 68 4,837 68
Total cost of road	\$726,480 80	\$3,775,957 #
Income Account for Year Ending Septem Gross income from all sources: Rental from lessees	•	
Deductions from income: Interest on unfunded debt		\$113,973 74
General Balance Sheet September 3	0, 1889.	
Cost of road	••••••	\$3,776,957 <b>86</b> \$7,768 <b>36</b>
		\$3,813,786 %
Capital stock	••••••	\$500,000 <b>@</b> 3,313,706 <b>Z</b>
_		\$3,813,706 🕱
•	-	

### LEHIGH VALLEY.

#### Description of Road.

TRACE.	Miles owned. all in N. Y. State.
Main line authorized from Buffalo to Lancaster	12
Main line laid, single track. Branches or other roads, single track	7.5485 1.865
Total single track	4.7007
Grand total of tracks, sidings and turnouts	
Laid with steel rail, main line	12.2442 22.2598 2.2386

Weight of rails per yard—steel, maximum, 67 lbs., minimum, 58 lbs.; iron, 58 lbs.; gauge of track, 4 feet 8% inches; ballasted with cinders, gravel and furnace slag.

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
Dailyses.	Number.	Aggregate length.
Iron bridges	24	Fest. 2,396 2,767
Total		5,163

#### Miscellaneous Statistics,

ITEM.	Entire line in N. Y. State.
Ballroad crossing road over or under grade.  Eallroads crossing road over or under grade.  Elghway crossings at grade without protection	4
Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade	a

#### Officers of the Company.

Name.	Title.	Official Address.
WILSON S. BISSELL PETER C. DOYLE	President	Buffalo, N. Y. Buffalo, N. Y

Directors of the Company.	
Name.	Residence.
ELISHA P. WILBUR	South Bethlehem Pa
Wilson S. Bissell.	Buffalo, N. Y.
PETER C. DOYLE	Buffalo, N. Y.
GEORGE J. SICARD	Buffalo, N. Y.
MARSDEN DAVY	Buffalo, N. V.
WM. J. MORGAN	Buffalo, N. Y.
WM. P. HENRY	Buffalo, N. Y.
JOSEPH H. HORTON	Buffalo, N. Y.
JNO. TAYLOB.	South Bethlehem, Pa.
WM. STRVENSON	Savre, Pa.
JNO. R. FANSHAWE	Philadelphia, Pa
Chas. Hartshorne	Philadelphia, Pa.
JOHN B. GARRETT	Philadelphia, Pa.

Title of company, Lehigh Valley Railway Company.
General offices at Buffalo, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in March.
For information concerning this report, address Peter C. Doyle, Secretary and Treasurer.

#### LEHIGH VALLEY.

No	report	for 1990	ronet	haw

#### LINCOLN PARK AND CHARLOTTE.

LESSOR.

LESSEE - BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, December 1, 1888.)

Organized on the above date, under the Laws of the State of New York, year 1881, chapter 917, as amended by Laws of 1881, chapter 685.

The road is leased to and operated by the Buffalo, Rochester and Pittsburgh Rallway Company, which corporation owns the entire issue of capital stock pursuant to chapter 218, Laws of 1839, and guarantees the principal and interest of its funded debt. No separate account of earnings is kept, all being included in the report of the lesses.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	сом	COMMON. Cash realised		
	No. of shares.	Par value.	on amoust outstanding.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000	\$100,000	

Number of stockholders .....

16

#### FUNDED DERT.

DESIGNATION OF	<b>D</b> .4.	years.		INTEREST.	Amount	Amount	Cash realised
Lien.	Date.	Term,	Rate.	When payable.	ized. outstand-	author- ized. outstand- ing.	on amount outstand- ing.
First mort. bonds.	Jan. 1, 1889	50	p.c. 5		\$350,000	\$320,000	9220,000

#### Cost of Road.

ROAD.	Total cost up to Sept. 36, 1888.
Grading and masonry	
Ballast	
Bridges. Superstructure (including ties)	19,731,89
Ralls Land and land damages Fences	
Fences	3,43 <b>8</b> 4,49 f
Engineering expenses	5.356 17
Telegraph line	M.00 W
General expenses	
Total cost of road	\$131,390 8

#### LINCOLN PARK AND CHARLOTTE.

#### General Balance Sheet September 30, 1889.

Cost of road	Assets.		\$431,390 58
*Capital stock Funded debt Advanced by Buffalo, Roche	Liabilities.		\$100,000 00 \$20,000 00 11,390 58
		_	\$431,390 58
	Officers of the Com	pany.	
Name. Adrian Iselin, Jr William A. Baldwin John H. Hocart John F. Dinney William E. Hoyt	Secretary and Trea Auditor & Assist. T	surer. 39 Wall street, N. 'reas. Rochester, N. Y.	Y. city.
Name.	Directors of the Com	n <b>pany.</b> Residence.	
Adrian Iselin Col. O. D. Iselin Adrian Iselin, Jr. John H. Hocart Wheeler H. Peckham J. Kennedy Tod A H. Strewa		36 Wall street, N. 36 Wall street, N. 36 Wall street, N. 36 Wall street, N. 39 Wall street, N. 29 Wall street, N. 62 Wall street, N. 62 Wall street, N. 20 Nassau street, 20 Nassau street, 20 Nassau street, 32 Pine street, 32 Pine street, 32 Pine street, 32 Pine street,	Y. city. Y. city. Y. city. Y. city. Y. city. Y. city. Y. city. N. Y. city. N. Y. city. N. Y. city. N. Y. city. N. Y. city. Y. city. Y. city. Y. city. Y. city. Y. city.

Title of company, The Lincoln Park and Charlotte Railroad Company.
General offices at 38 Wall street, New York city, and Rochester, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Monday in November.
For information concerning this report, address John F. Dinkey, Auditor and Assistant
Treasurer, Rochester, N. Y.

#### LOCKPORT AND BUFFALO.

LESSOR.

LESSEE - NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1871.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	common.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	2,000 1,269	\$200,000 126,900	\$126,900

#### FUNDED DEBT.

		B.T.B.		iņterest.			Cash
Designation of Lien.	Date.	Term, yes	Rate.	When payable.	Amount author- ized.	Amout outstand- ing.	realized on amount outstand- ing.
First mortgage Second mortgage.	Oct. 1, 1877 Oct. 1, 1880	20 20	p. c. 7	Apr. and Oct. Apr. and Oct.	\$140,000 80,000	\$140,000 30,000	\$140,098 30,099
Total	<b></b>				\$170,000	\$170,000	\$170,000

Cost of Road.	Total cost up to Sept. 30, 1889.
Grading, masonry and ballast	. \$19,076 16 . 10,376 28
Rails	147.138 53
Land damages. Interest and discount charged to construction	. 137,442 53 . 19,821 55
Other items	
Total cost of road	. \$342,382 \$3

#### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The sub-lessee, the New York, Lake Erie and Western Railroad Company has laid as extension of one spur along the Niagara river at and near Tonawanda, being 1.89 miles in length, according to the printed report of the directors of that company to its bond and shareholders for the year ending September 80, 1889, but this company has not as yet been able to get a report and settlement from that company, and is unable to state details more specifically.

#### Officers of the Company.

Name.	Title.	•	Official Address.
THOMAS T. FLAGLER	President	•••••••	Lockport, N. Y. Lockport, N. Y. Lockport, N. Y. Lockport, N. Y.

Directors of the Company.	
Name.	Residence.
THOMAS T. FLAGLER	Lockport, N. Y.
WILLIAM SPALDING	Lockport, N. Y.
John T. Darrison	Lockport, N. Y.
JOHN HODGE	Lockport, N. Y.
James Jackson, Jr	Lockport, N. Y.
ALONZO J. MANSFIELD	Lockport, N. Y.
LEVI F. BOWEN	Lockport, N. Y.
J. CARL JACKSON	Lockport, N. Y.
WILLIAM RICHMOND	Lockport, N. Y.
James S. Liddle	Lockport N. Y.
AMBROSE S. BEVERLY	Lockport N. Y.
ISAAC E. MERRITT	Lockport, N. Y.
WASHINGTON H. RANSOM	Lockport, N. Y.

Title of company, Lockport and Buffalo Railwav Company.
General offices at Lockport, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in July.
For information concerning this report, address W. H. Ransom, Secretary.

#### LONG ISLAND.

#### (Date of charter, April 24, 1884.)

For history of organization, etc., see Report of 1885, and also see subsequent Reports for details as to additions to road.

In the year 1886 the Whitestone Extension, extending from Whitestone depot to Whitestone Landing, 0.86 miles. was built and opened for business in August of same year, and was sold to the Long Island City and Flushing Railroad in March, 1888.

In the year 1889 the Oyster Bay Extension Railroad, extending from Locust Valley to Oyster Bay, 4.14 miles, was constructed and opened for business on June 26th of same year. All the roads mentioned in former reports, filed with the Board of Railroad Commissioners, are now operated by the Long Island Railroad Company in one system.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

No. of a	shares.	Par value.
Authorized by law or charter, issued for actual cash, on account of construction and now outstanding	240,000	\$12,000,000

#### FUNDED DEBT.

		years.		INTEREST.		
DESIGNATION OF LIEN.	Date.	Term, y	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.
Long Island R. R., consolidated mortgage	July 1, 1881 May 1, 1868	50 30	p.c. 5 7	Jan., Apr., July & Oct. May & Nov.	\$5,000,000 1,500,000	\$3,437,000 00 1,121,000 00
Extension Second mortgage. General mortgage. Mortgages on real estates	Mar.15, 1860 July 5, 1878 Aug. 1, 1885 Var. dates.	30 40 50	7 7 4 5,7	May & Nov. Feb. & Aug. June & Dec.	175,000 1,500,000 3,000,000 236,000	168,000 00 268,702 88 1,500,000 00 236,000 00
Brooklyn and Montauk R.R., first mortgage Brooklyn and Montauk R.R.,	Mar. 1, 1881	30	6	Mar. & Sept.	250,000	250,000 00
= first mortgage Brooklyn and Montauk B.R., second mortgage Newtown and Flushing R.R.,	June15, 1888	50	5	Mar. & Sept. June & Dec.	750,000 600,000	750,000 00 600,000 00
first mortgage Long Island City and Flush- ing R. R., first mortgage	May 1, 1871 May 1, 1881	20 30	7 6	May & Nov.	150,000	110,000 00 600,000 00
Long Island City and Flush- ing R. R., consol. mortgage New York and Flushing R.R.,	May 1, 1887	50	5	May & Nov.	1,250,000	650,000 00
first mortgage	Mar. 1, 1880	40	6	Mar. & Sept.	125,000 \$15,136,000	\$9,815,702 88

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1839.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast	\$8,635 21	
Bridges Superstructure (including ties)	24,599 67	• • • • • • • • • • • • • • • • • • • •
Superstructure (including ties)	29,326 86	
Rails	27,908 62 61,468 39	
rences Passenger and freight stations Engine and car houses fruel and water stations Interest and discount charged to construction	1,320 69 18,369 02 10,516 79	************
Passenger and freight stations	18,369 02	
Engine and car houses	10,516 79	
Fuel and water stations	988 50 12,500 00	• • • • • • • • • • • • • • • • • • • •
Purchase of constructed road	5,594,579 79	
Wharfing	4,000 00	
Flagmen's houses and safety-signals	2,881 86	
Wharfing Flagmen's houses and safety-signals Total cost of road up to September 30, 1888, as reported	••••	\$12,988,207 26
Total cost of road	\$5,797,090 40	\$18,785,297 64
Equipment.		<u></u>
Locomotives	\$104,380 24	
Passenger cars Mail. baggage and express cars	48,644 20	
Mail. Daggage and express cars	7,874 28 1,007 42	
Freight and other cars	1,007 12	\$2,022,656 3
Total cost of equipment	\$161,906 14	\$2,184,562 4
Grand total cost of road and equipment	\$5,958,996 54	\$20,969,860 1
DETAILS OF ADDITIONS OR BETTERMENTS DU Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad Purchase of Brooklyn and Montauk Railroad. Purchase of Cedarhurst Railroad.		. \$297,245 0 189,557 3 . 1,175,217 4
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Cedarhurst Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, new sates, new safety-signals, new fuel and water stations, extension new local communication in cars, putting steam-heating in cars,	rom 56 pound ew fences and toone mail, bag	9297.2.5 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0
Purchase of New York and Flushing Bailroad	rom 56 pound ew fences and toone mail, bag	9297,245 0 189,587 3 1,175,317 4 3,925,462 9 7,117 0 1 202,510 6
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Cedarhurst Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, new stees, new safety-signals, new fuel and water stations, exacts, new local many steam-heating in cars,	rom 56 pounds ew fences and toone mail, bag oment trust	. \$297,225 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0 1 202,510 6 . 161,906 1
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Cedarhurst Railroad. Purchase of real estate, new side tracks, changing rails it of 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipments of the state o	rom 56 pounds ew fences and toone mail, bag oment trust	. \$297,2.5 0 189,557 3 1,175,217 4 3,925,462 9 7,117 0 1 202,510 6 . 161,906 1
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipartic stations.  Income Account for Year Ending Septe Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.	rom 56 pounds ew fences and toone mail, bag ment trust	. \$297.2.5 0 . 189.657 3 . 1.175.217 4 . 3.925.462 9 . 7,117 0 . 202.510 6 . 161.906 1 \$5,958.996 9
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipments of the state of the second for Year Ending Septe Gross earnings from operation.  Net earnings from operation.  Net earnings from operation.	rom 56 pounds ew fences and to one mail, bag ment trust mber 30, 188	207,225 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0 1 202,510 6 161,906 1 \$5,968,996 9 9, \$3,477,988 6 2,172,366 0
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipments of the state of the second for Year Ending Septe Gross earnings from operation.  Net earnings from operation.  Net earnings from operation.	rom 56 pounds ew fences and to one mail, bag ment trust mber 30, 188	. \$297.2.5 0 189.657 3 1.175.217 4 3.925.462 9 7,117 0 1 202.510 6 . 161.906 1 \$5,968,996 9 9. \$3,477.986 8 2,172.350 1
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipments of the state of the second for Year Ending Septe Gross earnings from operation.  Net earnings from operation.  Net earnings from operation.	rom 56 pounds ew fences and to one mail, bag ment trust mber 30, 188	207,225 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0 1 202,510 6 161,906 1 \$5,968,996 9 9, \$3,477,988 6 2,172,366 0
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Cedarhurst Railroad. Purchase of real estate, new side tracks, changing rails i to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipage and express car, and balance of payments on equipage and express car, and balance of payments on equipage and express (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.: Income on investments Rentals.  Gross income from all sources.	rom 56 pounds ew fences and to	. \$297.2.5 0 189,657 3 1,175.217 4 3,925,462 9 7,117 0 1 202,510 6 . 161,906 1 \$5,968,996 9 9. \$3,477.986 9 2,172,350 9 9. \$1,305,637 9 96,436 9
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Brooklyn and Montauk Railroad. Purchase of Percent Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipage and express car, and balance of payments of payments of payments on equipage and express car, and balance of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments of payments	rom 56 pounds ew fences and to one mail, bag ment trust mber 30, 1889 \$82,050 7 14,877 0	297,225 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0 202,510 6 161,906 1 25,968,996 9 2,172,356 9 21,305,637 9 66 96,436
Purchase of New York and Flushing Railroad. Purchase of Newtown and Flushing Railroad. Purchase of Long Island City and Flushing Railroad. Purchase of Enocklyn and Montauk Railroad. Purchase of Procklyn and Montauk Railroad. Purchase of real estate, new side tracks, changing rails it to 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equipments of the state of t	rom 56 pounds ew fences and to	207.2.5 0 189.567 3 1.175.217 4 3.925.462 9 7.117 0 202.510 6 161.906 3 \$5,958,996 8 9. 2,172.356 9 9. \$1,305,687 9 96 5 \$1,402,674
Purchase of New York and Flushing Railroad Purchase of Newtown and Flushing Railroad Purchase of Newtown and Flushing Railroad Purchase of Long Island City and Flushing Railroad Purchase of Brooklyn and Montauk Railroad Purchase of Paroklyn and Montauk Railroad Purchase of real estate, new side tracks, changing rails it of 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. e Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equip  Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Income on investments Rentals  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road Taxes on earnings and capital stock. Interest and discount.	rom 56 pounds ew fences and to. one mail, bag oment trust  mber 30, 1889  \$82,050 7  14,877 0  \$430,265 6  254,034 0  68,877 1  36,641 2  7,799 0	207.2.5 0 189.567 3 1.175.217 4 3.925.462 9 7.117 0 161.906 1 202.510 6 161.906 1 25.958,996 9 2.172.356 9 2.172.356 9 2.172.356 9 31,402.674
Purchase of New York and Flushing Railroad Purchase of Newtown and Flushing Railroad Purchase of Long Island City and Flushing Railroad Purchase of Brooklyn and Montauk Railroad Purchase of Cedarhuret Railroad Purchase of real estate, new side tracks, changing rails it of 70 pounds per yard, new stations and platforms, it of 70 pounds per yard, new stations and platforms, new safety-signals, new fuel and water stations, et will an extension of the stations of the station of the sta	rom 56 pounds ew fences and to. one mail, bag oment trust  mber 30, 1889  \$82,050 7  14,877 0  \$430,265 6  254,034 0  68,877 1  36,641 2  7,799 0	207.2.5 0 189.567 3 1.175.217 4 3.925.462 9 7.117 0 161.906 1 202.510 6 161.906 1 25.958,996 9 2.172.356 9 2.172.356 9 2.172.356 9 31,402.674
Purchase of New York and Flushing Railroad Purchase of Newtown and Flushing Railroad Purchase of Newtown and Flushing Railroad Purchase of Long Island City and Flushing Railroad Purchase of Brooklyn and Montauk Railroad Purchase of Cedarhurst Railroad Purchase of real estate, new side tracks, changing rails it of 70 pounds per yard, new stations and platforms, ngates, new safety-signals, new fuel and water stations. e Twelve new locomotives, putting steam-heating in cars, gage and express car, and balance of payments on equip  Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Income on investments Rentals  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals Taxes on property used in operation of road Taxes on earnings and capital stock. Interest and discount.	rom 56 poundiew fences and to one mail, bag ment trust mber 30, 1889  \$82,066 7 14,877 0  \$430,265 6 264,034 0 68,877 1 38,641 2 7,799 0	\$297,245 0 189,657 3 1,175,217 4 3,925,462 9 7,117 0 161,906 1 \$5,968,996 9 2,172,369 9 31,305,637 9 6 96,436 9 31,402,974

<sup>\*</sup>Four per cent for one year on \$10,000,000, \$400,000; four per cent for six months ca \$2,000,000, \$40,000; total, \$440,000.

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# LONG ISLAND.

#### General Income Account.

Surplus for year ending September 30, 1889	\$164,467 8 1,240,112 8	
Total surplus September 30, 1889	\$1,404,580 (	- 36
Stewart Line	\$10,000 0 16,816 5 57,685 4 4,800 0 47,191 7 95,980 0 17,500 0 2,908 2 1,284 2	58 14 00 71 00 00 14
Total amount of rentals deducted from income		_

#### Analysis of Gross Earnings and Operating Expenses.

Analysis of Gross Earning	s and Operat	ing Expense	••
Earn	INGS.		
	Passengers.	Freight.	Total.
Freight, all local	***************************************	\$972,205 99	\$972,205 99
Mail	\$2,125,084 42 27,115 51		2,125,084 42 27,115 51
Express	831,796 75		331.796 75
Miscellaneous, as follows, viz.:			•
Telegraph		ļ	
11,168 T2	21,785 84		21,785 84
Total gross earnings	\$2,505,782 52	\$972,205 99	\$3,477,988 51
Operating	Expenses.		
Maintenance of way and structures:			
Repairs of track and roadbed	\$215,346 64	\$26,615 88	\$241,962 52
cattle guards)	49,630 72	6,134 18	55,764 85
Repairs of stations, shops, docks, etc	52,872 24	6,584 77	59,407 01
Repairs of fences and gates Other expenses for maintenance of way and	10,339 94	1,277 97	11,617 91
structures	28,992 65	3,583 36	32,576 01
Total	\$357,182 19	\$44,146 11	\$401,828 80
Maintenance and equipment:			
Repairs of locomotives	\$62,271 65	\$7,696 50	\$69,968 15
Repairs of cars	64,160 50 3,425 93	10,249 80 428 48	74,409 80
Other expenses for maintenance of equip-	3,420 93	428 48	8,849 <b>36</b>
ment	48,850 18	6,037 66	54,887 84
Total	\$178,708 26	\$24,406 89	\$203,115 15
Conducting transportation:		!	
Wages of conductors and men	\$108,256 17	\$37,184 98	\$145,441 15
Wages of engineers and firemen	184,937 48	31.863 94	216.801 42
Fuel for locomotives	270,063 38	33,378 62	803,442 00
Oil and waste	8,211 76	1,014 94	9,226 70
Water supply	14,086 58	1,741 04	15,827 62
Other train supplies or expenses	15,378 69	1,900 74	17,279 48
Wages of station agents and clerks Wages for labor at stations		13,396 96	121,781 86
Reation aupoles	20,665 92	68,538 04 2.554 21	68,538 04 23,220 18
Station supplies	20,000 02	2,002 21	20,220 10
TO OD.	150,850 79	18,644 48	169,495 27
Other expenses for conducting transporta- tion	185.398 22	40,518 18	225,911 35
Total	\$1,066,234 40	\$250,730 07	\$1,816,964 47

### Analysis of Gross Earnings and Operating Expenses—(Continued).

Passenger. Freight. Total.

Total.

3,011.177

Commal own was a			
General expenses: Salaries of general officers and clerks	\$71.095 75	\$8,787 11 \$	\$79,882 86
Salaries of general officers and clerks General office expenses and supplies	6,435 14	795 36	7,230 59
	14,653 74	1,841 18	16,464 87
Outside agencies and advertising	34,211 52	4,228 39	38,439 91
Outside agencies and advertising Legal expenses Loss and damage of freight and baggage Damage to eathly and proportion	26,580 96	8,285 29 819 06	29,866 25 2,062 35
Damage to cattle and property	1,248 30 2,798 83	845 92	3,144 75
Injuries to persons	35,307 18	4,363 80	39,670 98
Injuries to persons Telegraph maintenance and operation	4,857 72	600 39	5,458 11
ALLICANO DI CATA DI OLDEF COMBANIES (GEDIT			en en =
balance) Other general expenses	14,885 43 5,010 32	8,207 20 619 25	23,092 63 5,629 51
Omer general expenses	5,010 32	019 20	5,029 51
Total	\$217,079 89	\$33,862 89	\$250,942 78
Grand total operating expenses	\$1,819,204 74	\$353,145 96	\$2,172.350 70
General Balance Shee	-	•	
Cost of road	••••		\$18,785,297 64
Cost of equipment	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • •	2,184,562 48
Other permanent investments, as follows, viz.:			
Stock of other companies		\$998,500 00	
Bonds of other companies	<b></b>	., 1,204,557 60	
_		\$2,203,057 60	
At a cost of Express equipment	•••••	\$792,583 90 59,807 68	
Ourrent assets, as follows, viz.:			792,391 68
Cash on hand	• • • • • • • • • • • • • • • • • • • •	. \$117,674 91 . 75,103 74	
Open accounts	• • • • • • • • • • • • • • • • • • • •	1.569.479.89	
Materials and supplies		32,463 60	
			1,794,721 64
		•	<b>923</b> ,556,973 34
			420,000,000
Liaries	TTES.	•	
Capital stock. Idabica	·		\$12,000,000 \$
Funded debt			9,815.702 8
Current liabilities, as follows, viz.:			
Audited vouchers and pay-rolls		*0*0 0** **	
Open accounts	• • • • • • • • • • • • • • • • • • • •	. PART, 500 01	
	• • • • • • • • • • • • • • • • • • • •	. 00,022 10	336,690 49
Profit and loss (surplus)	· · • · · · · · · · · · · · · · · · · ·		1,404,580 96
		•	
			\$23,556.973 \$4
		•	
Traffic and Mile	age Statisties	ı.	
ITE	w.		All local
			12,568,978
Number of passengers carried one mile			122.091.372
Number of passengers carried			622,973
Number of tons of freight carried one mile			26,410.117
•		•	
Passanger train miles as			
Passenger train mileage	• • • • • • • • • • • • • • • • • • • •	•••••	2,641,335 319,238
All other train mileage			319,200 \$0,559

Total train mileage .....

# LONG ISLAND.

#### Trame and Mileage Statistics - (Continued).

Item.	Earnin	gs.	Expens	3 <b>08.</b>	,	Profit	•
Passenger earnings and expenses (including			-		-	•	
mail, express and miscellaneous earnings).		52	\$1,819,204	74	í	\$686,577	
verage per passenger carried		1994	1	1447			054
Average per passenger per mile		0205	i	0149			005
verage per passenger train per mile		95	•	69			26
reight earnings and expenses (including)			1				000
miscellaneous earnings)	972, <b>20</b> 5		353,145			619,060	
verage per ton of freight carried	1	5606	1	5669			998
verage per ton of freight per mile		0368		0134	1		023
verage per freight train per mile	3	04	1	11		1	93

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes Average rate received per mile per ton for carrying freight, all classes	1.7 <u>41</u> 3. <b>681</b>

#### Description of Road and Equipment.

• TRACK.	Miles owned, all in New York State.	Miles lansed, all in New York State.	Total miles all in New York State.
Main line authorized from Long Island City and Bushwick to Greenport, Sag Harbor and Great Neck	205.800	73.873	360,943
Main line laid, single track.  Branches or other roads, single track	205.800	68.331	205.800 141.644
Total single track	279.113	68.331	317.444
Second track on main line	24.920 5.353	80,418	
Total second track	30.253	30,413	60,666
Sidings and turnouts on main line	52,310 13,240	14.620	52,310 27,860
Total sidings and turnouts	65,550	14,620	80,170
Grand total of tracks, sidings and turnouts	374.916	113.364	488, 280
Laid with steel rail, main line Laid with steel rail, branches or other roads Laid with iron rail, branches or other roads	78.103	98.744	230,720 171,847 5,540

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 40 lbs.; iron, maximum, 56 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with sand, gravel and cinders.

# Description of Road and Equipment—(Continued). DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OB ROAD.	From	То	Entire length in N. Y. State.	Owned or leased.	Miles of double track	Miles laid with steel rail.	Miles laid with tron rail.
Creedmoor branch	East Hinsdale Mineola Mineola	Creedmoor Oyster Bay He mpstead	1.830 14.576	Owned		1.830 14.576	::::
Northport branch	Hicksville Manor Bethpage Junc Woodsburgh Woodside	Crossing Old Northport Eastport Junc Babylon Cedarhurst Flushing, Bridge	1.250 15.030 5.430 7.861 1.330	Owned Owned Owned Owned		1.250 15.030 5.430 7.861	1.33
Whitestone branch Newtown & Flushing branch .	Whitestone June. Winfield	street	3.993 4.830 3.967	Owned Owned		4.830	
Hunter's Pt. and South Side. Far Rockaway branch	N. Y. and Flush- ing Junction Valley Stream		1.515	Owned	1.515	3.030 7.100	
New York and Long Beach New York and Flushing	Pearsall's Long Island City.	Point Lookout New York and Flushing June.	9.830	Owned	1.090	6.710 5.456	4.21
New York & Rockaway R. R. Stewart's Railroad	Rockaway June East Hinsdale Garden City	Far Rockaway Bethpage	8.912 14.570 1.700	Leased Leased Leased	4.483	7.853 14.570 1.700	   
son	Northport June Fresh Pond June.	Port Jefferson Manhattan Beach		Leased		18.970 24.200	····
Manhattan Beach Ry New York, Brooklyn and Manhattan Beach Ry Brooklyn and Jamaica R. R.		Man. Beach Junc. Cooper ave. Junc. Flatbush avenue.	3.791	Leased Leased	4.250 9.580	8,500 3.791 19.160	

BRIDGES.	ENTIRE LINE 1	
	Number.	Aggregate length.
Iron bridges	30 53 56	Feet. 2,682 1,386 9,390
Total	139	13,458

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers Locomotives, 4-drivers	12 98	19	12 117	\$8,590 5,960	165,000 140,000	16% 16%	12 116	12 116
Total	110	19	129		·····		128	128
First-class passenger cars. Paymasters' car. Open excursion cars Baggage, mail & ex. cars.	248 1 9 22	88	249 1 97 22	\$3,320 8,200 1,100 1,785	46,500 32,000 22,400 45,000	16% 16% 16% 16%	249 1 97 22	249 1 97 22
Total	280	89	369				369	869

# LONG ISLAND.

#### Description of Road and Equipment - (Continued).

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Box freight cars. Gondola cars Produce cars Refrigerator car Flat freight cars. Tool car Derrick car Caboose, 8-wheel cars. Snow plows. Service cars.	338 503 10 1 10 1 10 1 1 18 4	26	339 503 10 1 10 1 1 18 4	\$494 449 630 430 445 1,600 1,300 2,650 26,50 26,25 10,350	28,100 23,750 22,000 25,000 19,800 83,000 60,000 37,000 42,600	16% 16% 16% 16% 16% 16% 16% 16% 16%	10 10 10 1 10 1 1 18	100 100 10 11
Total	896	27	923				81	211

Vacuum brake and Miller coupler used on passenger cars. Seventy-five per cent of switches used on main line are Lorenz point switches.

Miscellaneous Statistics.	Entire line
Item.	in N. Y. State.
Road constructed and opened for business during the year. miles	
Length of steel rails laid during year in repairs	50.6
Railroads crossing road at grade	4
Highway crossings at grade without protection	521
Highway crossings over or under grade	45
Overhead obstructions less than 20 feet above track	. 93

Passenger cars are heated by steam from locomotives, lighted with mineral sperm oil, and ventilated by openings in clear-story and sides and ends of cars.

This company has its own express service.

Pullman's Palace Car Company runs parlor cars over this line at 25 per cent of receipts. That company was paid \$14.885.43 for car mileage during the year.

Total compensation for transportation of mails per annum, \$31,740.37; contract expires June 30, 1993.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	9,728	1.56
Grain	65,489	10.51
Meats and provisions	13,647	2,19
Live stock.	5,030	.80
Lumber	45,633	7.88
Lumber Pig and bar iron and steel	11,860	1.91
Coal and coke	141,480	22.71
Petroleum and other oils	6,926	1.11
Shipments of manufactured goods received by railroad compa-		
nies within this State from manufactories within this State	0,000	1.00
All other manufactures	10,908	2.5
All other merchandise	31,475	8.0
All other agricultural products	43,036	6.9
All other articles not included above	226,144	36.3
Total	622,978	100

#### NUMBER OF ACCIDENTS.

	·Inj	ured.	Killed.	Total.
<del>-</del>			- ,-	
Passengers		4 .	1 .	5
Employees		42	3	45
Employees. Others	•••	24	39	63
Total	• • •	70	43	113
	==	- ===	<del></del>	===

#### EMPLOYEES.

#### Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, N. Y. city.
J. Rogers Maxwell	Vice-President	192 Broadway, N. Y. city.
BENJ. NORTON	Second Vice-President	Long Island City, N.Y.
HENRY GRAVES	Treasurer	192 Broadway, N. Y. city.
E. B. HINSDALE	Becretary	192 Broadway, N. Y. city.

#### Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	Philadelphia, Pa.
J. Rogers Maxwell	Brooklyn, N. Y.
HENRY GRAVES	Orange, N. J.
HENRY W. MAXWELL	Brooklyn, N. Y.
James G. K. Duer	New York city.
EDWARD TUCK	New York city.
FREDERICK W. DUNTON	Hollis, L. I., N. Y.
WILLIAM G. WHEELER	New York city.
WILLIAM B. KENDALL	Brooklyn, N. Y.
ALFRED SULLY	New York city.
JOHN P. TOWNSEND	New York city.
JAMES D. CAMPBELL.	New York city.
DANIEL LORD	New York city.

Title of company. The Long Island Railroad Company.
General offices at Long Island City, N. Y.
Date of close of fiscal year. September 30.
Date of stockholders' annual meeting, second Tuesday in April.
For information concerning this report, address J. Carlsen, Auditor.

#### MAHOPAC FALLS.

OPERATED BY THE NEW YORK AND NORTHERN RAILROAD COMPANY.

(Date of charter, March 8, 1884.)

For history of organization, see Report of 1885.

The New York and Northern Railroad Company furnishes locomotives and cars to operate the road. All details relating to traffic and receipts will be embodied in its report.

#### Capital Stock.

	COM	Cash realized on amount	
	No. of shares.	Par value.	outstanding.
Authorized by law or charter	820	\$82,000	
Issued for actual cash	. 500 320	\$50,000 32,000	950 60 31 60
Total now outstanding	820	\$82,000	\$67.00

# MAHOPAC FALLS.

tal cost of road to Sept. 30, 1889	Tot up t	Cost of Road.
. \$23,439 60		rading, masonry and ballast
2,745 81 27,828 70		Fridges
. 27,828 76 23,337 68		uperstructure (including ties) and rails
1,393 50		#BIG BIG IBIG GBIRBEOS
8,151 58 216 00	to construction	ridges. uperstructure (including ties) and rails and and land damages assenger and freight stations. agineering expenses and interest and discount charged elegraph line
. \$82,112 50	•••••	Total cost of road
s.	ting Expense	Analysis of Gross Earnings and Operat
. \$1,909 51		reight, local Earnings.
		OPERATING EXPENSES.
A1 FOR 1/		Maintenance of way and structures: spairs of track and roadbed
\$1,535 14 62 84		epairs of track and roadbed
312 08		her expenses.
		Total
	r 30, 1889.	General Balance Sheet September
. \$82.112 50		et of roadAssers.
. \$82,000 00		pital stock
. 112 50	· · · · · · · · · · · · · · · · · · ·	ans and bills payable
\$82,112 50		
		Description of Road.
iles owned, all in N. Y. State. 4.05	Mi i track	Description of Road.  TRACK.  In line from Baldwin Place to Mahopac mines, single to
iles owned, all in N. Y. State. 4.05	track	TRACK.  In line from Baldwin Place to Mahopac mines, single to the same turnouts on main line
4.05	track	TRACK.  In line from Baldwin Place to Mahopae mines, single to lings and turnouts on main line
4.05	track	TRACK.  In line from Baldwin Place to Mahopac mines, single to the same turnouts on main line
4.05 4.50 hes; ballasted	, 4 feet 8% incl	TRACE.  In line from Baldwin Place to Mahopac mines, single to lings and turnouts on main line
4.05 .45 4.50 hes; ballasted	, 4 feet 8% incl	TRACE.  In line from Baldwin Place to Mahopac mines, single to lings and turnouts on main line
4.05 4.50 hes; ballasted	, 4 feet 8% incl	TRACE.  sin line from Baldwin Place to Mahopac mines, single trings and turnouts on main line  Grand total of tracks, sidings and turnouts
4.05 4.50 hes; ballasted IN NEW YORK ATE. Aggregate length. Feet.	, 4 feet 8% incl  ENTIRE LINE STA	TRACE.  In line from Baldwin Place to Mahopac mines, single to lings and turnouts on main line  Grand total of tracks, sidings and turnouts
4.05 4.50 4.50 IN NEW YORK ATE. Aggregate length.	, 4 feet 8% incl  ENTIRE LINE STA  Number.	TRACE.  sin line from Baldwin Place to Mahopac mines, single trings and turnouts on main line  Grand total of tracks, sidings and turnouts
4.05 4.50 4.50 hes; ballasted in new york are. Aggregate length. Feet. 378	, 4 feet 8% incl  ENTIRE LINE STA  Number.	TRACE.  In line from Baldwin Place to Mahopac mines, single trings and turnouts on main line  Grand total of tracks, sidings and turnouts.  Veight of rails per yard—steel, 56 lbs.; gauge of track, the broken stone, cinders and gravel.  BRIDGES.
4.05 4.50 4.50 hes; ballasted in new york are. Aggregate length. Feet. 378	, 4 feet 8% incl  ENTIRE LINE STA  Number.	TRACE.  In line from Baldwin Place to Mahopac mines, single trings and turnouts on main line  Grand total of tracks, sidings and turnouts.  Veight of rails per yard—steel, 56 lbs.; gauge of track, the broken stone, cinders and gravel.  BRIDGES.  Miscellaneous Statistics.
4.06 .450 hes; ballasted IN NEW YORK ATE. Aggregate length. Feet. 378	Number.	TRACE.  In line from Baldwin Place to Mahopac mines, single to lings and turnouts on main line  Grand total of tracks, sidings and turnouts.  Weight of rails per yard—steel, 56 lbs.; gauge of track, the broken stone, cinders and gravel.  BRIDGES.
4.06 .450 hes; ballasted IN NEW YORK ATE. Aggregate length. Feet. 378	Number.	TRACE.  In line from Baldwin Place to Mahopac mines, single to lings and turnouts on main line  Grand total of tracks, sidings and turnouts.  Weight of rails per yard—steel, 56 lbs.; gauge of track, the broken stone, cinders and gravel.  BRIDGES.  Miscellaneous Statistics.  ITEM.
A.50 4.50 4.50  IN NEW YORK ATE.  Aggregate length.  Feet. 378  Entire line in N. Y. State.	Number.	TRACE.  In line from Baldwin Place to Mahopao mines, single trings and turnouts on main line  Grand total of tracks, sidings and turnouts

Directors of the Company.	
Name.	Residence.
William F. Buokley	New York city.
HENRI M. BRARM.	New York city.
LOBENZO M. GILLET	New York city.
ARTHUR F. WENDT	New York city.
Calvin Littlefield	New York city.
HENRY N. BRINSMADE	New York city.
A. W. Humphreys	Brooklyn, N. Y.

Title of company, Mahopac Falls Railroad Company.
General offices at 69 Wall street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in March.
For information concerning this report, address Henri M. Braem, Treasurer.

#### MARINE.

(Date of charter, February 27, 1878.)

For history of organization, see Report of 1885.

#### Capital Stock.

-		
	СОМ	MON.
	No. of shares.	Par valua
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding	500	<b>\$50,000</b>
Cost of Road and Equipmen	T.	otal cost up to Sept. 30, 1880.
Total cost of road		969,514 11 21,237 30
Grand total cost of road and equipment		900,842 60
Income Account for Year Ending Septe	mber 30, 1889.	•
Gross earnings from operation		11,95 H
Net loss from operation	•	\$7,4E1 88
Charges against income, as follows, viz.: Rentals Taxes on earnings and capital stock	\$800 00 62 %	<b>10</b> #
Deficit for year ending September 30, 1889		18,734 66 18,734 66
General Income Account.		
Deficit for year ending September 30, 1889	\$73,064 16 nited.	\$6 ™ <b>#</b>
for amount due them for ground rent, advances, etc., prev to agreement of July 14, 1895	710US 32,515 44	
Total surplus September 30, 1889		\$33, M @
DETAILED STATEMENT OF RENT	ALS.	
Brighton Beach Improvement Company (limited)	••••••	e =

#### Analysis of Gross Earnings and Operating Expenses.

Earnings.	
Passengers, all local	\$11,205 58
<u> </u>	
OPERATING EXPENSES.	
_ Maintenance of way and structures:	
Bepairs of track and roadbed Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc.  Bepairs of fences	\$4,147 05
Repairs of Dridges (including culverts and cattle-guards)	349 <b>37</b> 3.790 <b>79</b>
Renairs of fences.	410 90
Total	\$8,698 11
Maintenance of equipment:	\$180 21
Repairs of locomotives.  Bepairs of cars	230 08
· · · · · · · · · · · · · · · · · · ·	
Total	\$410 29
•	
Conducting transportation:	****
Wages of conductors and men. Wages of engineers and firemen. Fuel for locomotives. Oil and waste Water supply Other train supplies or expenses. Wages of station agents and clerks. Station supplies.	\$382 40 934 50
Prai for locomotives	925 07
Mi and wests	8 90
Water supply	7 04
Other train supplies or expenses.	26 92
Wages of station agents and clerks.	412 54
Station supplies	389 40
Wages of watchmen, flagmen and switchmen	841 95
Total	\$3,928 72
AUIGH	\$0,820 12
General expenses:	
Stationery and printing	\$62 47
Outside agencies and advertising	1,796 02
Police and detective services	1,244 30
Insurance	27 50
Stationery and printing Outside agencies and advertising Police and detective services Insurance Music	2,500 00
Total.	\$5,630 29
Grand total operating expenses:	\$18,667 41
General Balance Sheet September 30, 1889.	
Chart of an all	*** *** ***
Cost of road	869,514 11
Cost of equipment	. 21,327 52 8,530 52
Френ ассочите	0,000 02
	\$99,372 15
T	
Capital stockLiabilities.	\$50,000 00
Open easownts	17,147 52
Open accounts Front and loss (surplus)	32,224 63
	\$99,372 15
Traffic and Mileage Statistics.	
	433.3
ITEM.	All local.
Number of passengers carried	448,228
Description of Road and Equipment.	
_	Entire length in N. Y. State.
TRACK.	in N. Y. State.
Main line from Manhattan Beach to Brighton Beach, single track	0.226
Second track on main line	0.826
Second track on main line.  Eddings and turnouts on main line	0.086
Grand total of tracks, sidings and turnouts	0.688

Average life of ties, 5 years; weight of rails per yard—steel, 62% lbs.; gauge of track, 6 feet 8% inches.

# REPORT OF THE RAILROAD COMMISSIONERS.

#### Description of Road and Equipment - (Continued).

_				STATE.			
Bridges.			Nu	mber.	Aggr	egate gth.	
Wooden trestle				1		Fed.' 1,7%	
		costof	um feech s.	life of ears.	lpped stent	Ipped stent	
Equipment.	ned.	re cor	t of e	re lif	pate.	dint.	

Locomotives, 4-drivers	2	\$7,050	64,200	16%	2	_;
Open excursion cars	4	\$1,600	32,500	16%	4	(
Vacuum brake and Miller coupler are on road. Open excursion cars are used; they ar lamps.						

#### Officers of the Company.

Name.	Title.	Official Address.
HENRY W. MAXWELL	President	192 Broadway, N. Y. city.

Directors of the Compan	y.
Name.	Residence.
AUSTIN CORBIN	Philadelphia, Pa.
J. ROGERS MAXWELL	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
FREDERICK W. DUNTON	Hollis, L. L. N. Y.
CHARLES L. FLINT	Boston, Mass.
GILMAN 8. MOULTON	West Randolph, Vt.
HENRY GRAVES	Drange, N. J.

Title of company. The Marine Railway Company.
General offices at Manhattan Beach, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in December.
For information concerning this report, address J. D. Campbell, General Counsel.
191 Broadway, N. Y. city.

#### MECHANICVILLE AND FORT EDWARD.

#### LESSOR.

#### LESSEE - RENSSELAER AND SARATOGA.

#### OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 2, 1880.)

#### Capital Stock.

	сожа	OM.	Cash realized
·	No. of shares.	Par value.	and now outstanding.
Authorized by law or charter and now outstanding	1,000	\$100,000	*\$10,000
Number of stockholders			
Cost of	Road.	r	otal cost up to Sept. 80, 1889.
Grading, masonry and ballast			
Superstructure (including ties)	*********	•••••	4,725 58
Rails		· · · · · · · · · · · · · · · · · · ·	3.145 69
land.			41.771.00
Land damages and fences			. KO 1A
Engineering expenses	• • • • • • • • • • • • • • • • • • • •		. 7,471 84
Total cost of road	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. \$59,971 99
General Balance She	et September :	30, 1889.	
Agg	-		
Cost of road Assu			\$59,971 99
Спина при при при при при при при при при при	LITIES.		410 400 40
Capital stockOpen accounts	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. \$10,000 00 . 49,971 99
			\$59,971 99
	e Company.		
Name	Title.	Office	ial Address.
Name  James Roosevelt Pre James C. Habtt Act	sidenting Treasurer.	<u>N</u> ev	v York city. v York city.
Directors of t	he Company.		
Name.		Residence	ę <b>.</b>
THEODORE VOORHERS. R. T. BULLARD. ISAAC V. BAKER ANDREW - WILLIAMS A. L. INMAN. C. D. HAMMOND. J. WHITE SPRONG. H. S. MARCY. JAMES C. HAETT JAMES ROOSEVELT.		Spuyten D. Troy, N. Y. Comstock: Plattsburg Plattsburg Slingerlan Slingerlan Ballston, New York	ouyvil, N. Y.  ch, N. Y. ch, N. Y. ch, N. Y. ds, N. Y. ds, N. Y. l. Y.
James Roosevelt.  Title of company, Mechanicville and Fort General offices at New York city.  Date of close of fiscal year, December 31.  For information concerning this report,  Mew York city.			

<sup>\*</sup>Ten per cent paid in.

#### MIDDLEBURGH AND SCHOHARIE.

(Date of charter, May 8, 1867.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

					COMMON.				Cas	sh realized	
					No. of sha	res.	Par	value.		n amount tstanding.	
Authorized by law or o	harter				1	,000	1	100,000			
Issued for actual casing				ınd-		850	850 \$85,000			\$85,000	
Number of stockholde	rs	••••			Вин.	••••		•••••	••••	176	
		ź		TNT	erest.		<del></del>	İ			
DESIGNATION OF LIEN.	Date.	Term, years	Rate.		When payable.	au	ount thor- sed.	Amou oustar ing	ıd-	Cash realized on amount outstand- ing.	
First mortg. bds First mortg. bds	1869 1870	2 2	ν. c. 6 6		b. & Aug ril & Oct		10,000	\$10, 8,	000 000	\$10,800 6,500	
Total	•••••	ļ	ļ				20,000	\$18,	000	\$16,500	
Engine and car house shops, machinery and Road built by contract Total cost of road	tools	• • • • •		••••	• • • • • • • • • • • • • • • • • • • •	•••••	• • • • • • •	•••••		92,000 60 92,000 60 994,875 88	
			Ec	UIP	MENT.				_		
Locomotives Passenger cars Freight and other cars				• • • • •			• • • • • • •		•	\$5,600 86 1,300 86 75 86	
Total cost of equip	ment		• • • • •	••••	•••••	••••		••••••		96,775 M	
Grand total cost of ros	ed and equ	aipn	nent	••••	•••••	••••	•••••••	• • • • • • • • • • • • • • • • • • • •	_	\$101,150 0	
	Account			-	inding Se	_		•		*95,090 0 6,396 #	
	peration es (exclud	ling	an								
Income . Gross earnings from . Less operating expens Gross income from Deductions from incor Interest on funded del Taxes on property use Taxes on earnings and	all source me, as folk ot due and	es ows, laco	viz.:	d		•••••	1			\$1,763 H	

#### General Income Account.

Surplus for year ending September 30, 1889	\$256 ( 891 :	
Total deficit September 30, 1889	\$134	59

#### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

438 \$4,593 	ger. 00 70 54 36 38 42 37 50 37 50 37 50 31 20 00 13 12 00 00 14	F1	30 12 25	56 56	Total.  \$3,481 3,900 254 438 \$8,075	7( 3) 4: 0: 5: 2!
254 438 \$4,593 \$4,593 NSES. \$637 727 25 50 \$1,382 \$87,382	54 36 38 42 33 48 33 48 37 50 37 75 30 13 12 00 25 00 14 37 50 12 00 25 00 38 50 38 br>50 50 50 50 50 50 50 50 50 50 50 5	0 5 8 0 0 0 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$3,481 \$537 727 30 12 25	50 75 12 00 00	\$,900 254 438 \$8,075 \$1,075 1,455 60 24	7( 3) 4: 0: 5: 2!
\$537 727 80 12 25 50 \$1,382	37 50 27 75 860 133 12 00 25 00 14 50 14 50 14 9 00	0 5 8 0 0	\$537 727 30 12 25	75 75 12 00	\$1,075 1,455 60	00 50 21
\$537 727 80 12 25 50 \$1,382 \$87 21 9	37 50 27 75 30 13 12 00 25 00 50 14 32 52 87 50 21 00 9 00	0 5 3 0 0	\$537 727 30 12 25	50 75 12 00 00	\$1,075 1,455 60 24	21
\$1,382 \$87 21 22 50 \$1,382	80 13 12 00 25 00 50 14 82 52 87 50 9 00	8 0 0 4	727 30 12 25	75 12 00 00	1,455 60 24	21
\$1,382 \$87 21 22 50 \$1,382	80 13 12 00 25 00 50 14 82 52 87 50 9 00	8 0 0 4	727 30 12 25	75 12 00 00	1,455 60 24	21
\$1,382 \$1,382 \$87 21 9	12 00 25 00 50 14 82 52 87 50 21 00 9 00	4	12 25	00	24	
\$1,382 \$1,382 \$87 21 9	50 14 82 52 87 50 21 00 9 00	4				
\$87 21 9	87 50 21 00 9 00	2		15 i	100	Ī
21 9	9 00	<u>'</u>	\$1,332	52	\$2,765	0
21 9	9 00					
22	9 00	0	\$87	50	\$175	0
	22 10	0		00	21 18	ō
\$139		0	22	10	44	2
	<b>39</b> 60	o	\$118	60	<b>\$25</b> 8	2
					\$900	
3	8 00	0	8	00	6	0
					75	
90	90 00	1			180	-
KO	-	וכ	00	25	100	_
Ĭ	3	450 00 345 20 23 80 40 00 300 00 13 00 37 70 90 00	450 00   945 20   23 35   3 00   440 00   300 00   13 00   37 75   90 00   50 25	450 00 \$450 345 20 \$48 345 20 \$48 23 35 23 3 00 40 40 00 44 300 00 300 13 00 33 37 75 37 90 00 90	450 00 \$450 00 345 20 345 20 345 20 345 20 3 00 8 00 40 00 40 00 300 00 300 00 13 00 13 00 37 75 87 75 90 00 90 00	450 00 \$450 00 \$900 345 20 \$345 20 690 22 3 35 23 35 46 3 00 3 00 6 40 00 40 00 80 300 00 300 00 600 13 00 30 00 600 37 75 37 75 75 90 00 90 00 180

\$253 79

\$3,128 46

\$344 56

\$3,198 23

\$598 35

\$6,826 69

Total....

Grand total operating expenses.

# REPORT OF THE RAILROAD COMMISSIONERS.

#### General Balance Sheet September 30, 1889.

\$94,875 00 6,275 00	·····		Jost of road
			Current assets, as follows, viz.:
1,613 24 1,200 65 134 8	• • • • • • • • • • • • • • • • • • •		Cash on hand Materials and supplies Profit and loss (deficiency).
\$104,098 %	•		
	:	TT TO	Liabili
\$85,000 M 18,000 M		• • • • • • • • • • • • • • • • •	Capital stockFunded debt
10,000			
	322 35		Current liabilities, as follows, viz.: interest on funded debt due and accrued dudited vouchers and pay-rolls Open accounts
1,096 35			
\$104,098 %	· <u>.</u>		
	·•.	age Statistic	Traffic and Mile
All local			ITE
11,70 67,39	••••••	•••••	Number of passengers carried
4,23	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	Tumber of tons of freight carried
24,25 12,60	· · · · · · · · · · · · · · · · · · ·	· • • • • • • • • • • • • • • • • • • •	Total train mileage
Profit.	Expenses.	Earnings.	Item.
	· [		Passenger earnings and expenses (including
\$1,465 C	\$3,128 46 26	\$4,593 48 39	mail, express and miscellaneous earnings) verage per passenger carried
Č.	048	068	Average per passenger per mile
_	24	36	verage per passenger train per mile reight earnings and expenses (including
253 5	3,198 23 76	8,481 56 82	miscellaneous earnings
	10	02	tverage per ton or freight carried
All local Cents	salaht only	L.	ITEN Computed on earnings from carrying pas
			verage rate received per mile for carrying pas
	CIB8806	assengers. All	
	C188806	assengers, all	
log owned al	nent.		Description of Road
les owned. al N. Y. State.	nent.	and Equip	Description of Road TRAC
N. Y. State. 5.7	nent. Mi in gle track	and Equips K. art House, sin	Trac Jain line from Middleburgh to Schoharie Co
N. Y. State. 5.77	ment. Mi in gle track	and Equip: k. urt House, sin	TRAC fain line from Middleburgh to Schoharie Co idings and turnouts on main line
N. Y. State. 5.7	ment. Mi in gle track	and Equip: k. urt House, sin	Trac Jain line from Middleburgh to Schoharie Co
5.73 1 6.73	ment. Mi in gle track	and Equips k. urt House, sin	TRAC fain line from Middleburgh to Schoharie Co idings and turnouts on main line
5.77 1 6.77 3 Ibs., iron, 4	nent. Milingle track	and Equips k. urt House, sin	TRAC  Inin line from Middleburgh to Schoharie Co  idings and turnouts on main line  Grand total of tracks, sidings and turnou
N. Y. State. 5.7 1 6.7 5 lbs., iron. 4	ment. Mi in gle track	and Equips k. urt House, sin	TRAC  Inin line from Middleburgh to Schoharie Co idings and turnouts on main line  Grand total of tracks, sidings and turnou  Average life of rails—iron, 17 years; weigh bs.; gauge of track, 4 feet 8% inches; ballast
N. Y. State 5.77 1 6.77 3 Ibs., iron. 4	yard — steel, 56	and Equips k. urt House, sin	TRAC  Inin line from Middleburgh to Schoharie Co  idings and turnouts on main line  Grand total of tracks, sidings and turnou
N. Y. State. 5.7 1 6.7 5 lbs., iron. 4	yard—steel, 56	and Equips k. urt House, sin	TRAC  Inin line from Middleburgh to Schoharie Co idings and turnouts on main line  Grand total of tracks, sidings and turnou  Average life of rails—iron, 17 years; weigh bs.; gauge of track, 4 feet 8% inches; ballast
Aggregate length.	yard — steel, 56	and Equips k. urt House, sin	TRAC  Inin line from Middleburgh to Schoharie Co idings and turnouts on main line  Grand total of tracks, sidings and turnou  Average life of rails—iron, 17 years; weigh bs.; gauge of track, 4 feet 8% inches; ballast
N. Y. State 5.77 1 6.77 3 lbs., iron. 4 I IN NEW YOR IE. Aggregate	yard — steel, 56	and Equips  K.  mrt House, sin  is  t of rails per ed with grave	TRAC  Inin line from Middleburgh to Schoharie Co idings and turnouts on main line  Grand total of tracks, sidings and turnou  Average life of rails—iron, 17 years; weigh bs.; gauge of track, 4 feet 8% inches; ballast

Description of Road a		inued).		
EQUIPMENT.		No. owned.	Average cost of each.	Maximum weight of each in lbs.
Locomotives, 2-drivers		1	\$5,000	84,000
First-class passenger car	•••••••••••••••••••••••••••••••••••••••	1		
Chain brake, and link and bolt coupler Straight lever switch is used on road.	are used on car.			•
Miscellan	oous Statistics.		_	
	ITEM.		Entire	line in State.
Telegraph owned and operated by comp Total assessed value of real estate and p Length of steel rails laid during year in Highway crossings at grade without pro	any, miles ersonal property of com repairs			5.75 \$29,600 .86
Passenger car is heated by stoves, entilators in top of car. National Express Company runs over t nitre routs. United States Government pays for tra	this line and pays 12 cent	s per 10	0 pound	ds over
DESCRIPTION	of Freight Moved.			
lour.  rain feats and provisions.  umber.  oal and coke.  anufactures.  Il other merchandise.  Il other agricultural products.  Il other articles not included above	ITEM.			0nnage. 125 130 5 80 1,570 70 1,880 300 60
Total				4,220
Ex	IPLOYEES.			
verage number of persons employed (in gregate amount of salaries and wage	ncluding officials) during s paid them	year	: •	12 13,850 25
	f the Company.			
Name. Title G. N. Frisbie Preside P. S. Danforth Treasur D. BEEKMAN Secreta			d Addres ourgh, Nourgh, Nourgh, Nourgh, N	
Vame	of the Company.	Res	idence.	
G. N. FRISBIE P. S. DANFORTH WM. H. ENGLE JACOB NEVILLE G. L. DANFORTH WM. H. ALBRO A. J. FREEMYER D. BREKMAN H. A. VROMAN G. W. DODGE W. E. THOBNE NATHANIEL MANNING JOHN C. MATTICE		Middlet Middlet Middlet Middlet Middlet Middlet Middlet Middlet Middlet Middlet	ourgh, Nourgh,	I. Y. I. Y. I. Y. I. Y. I. Y. I. Y. I. Y. I. Y. I. Y. I. Y.

Title of Company, Middleburgh and Schoharie Railroad Company. General offices at Middleburgh, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, fourth Monday in March. For information concerning this report, address P. S. Danforth, Treasurer.

#### MIDDLETOWN AND CRAWFORD.

LESSOR.

Lessee — New York, Lake Erie and Western.
(Date of charter, August 3, 1868.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

					COMMON.			Cash realized
					No. c	of shares.	Par value.	on amount outstanding.
Authorized by	law or cha	rter		,.,		5,000	\$250,000	
Issued for ac						2,444	122,200	\$122,200
Number of sto	ockholders.							78
				Fundei	DEE	BT.		
		87.8	,	NTEREST.			1.	Cash
DESIGNATION OF LIEN.	Date.	Тегш, уевгв.	Rate.	Whe payab		Amoun authorize		
First mort- gage bonds.		20	p. c.	Apr. 1, C	ot. 1	\$100,0	966,0	955,000
Income from  Deductions f Interest on fu Expenses	d freight st ar houses expenses. of road income Ac rent of road rom income inded debt.	atio	ns	r Year E	Cmdi:	ng Septer	nber 30, 188	1,000 13 47,617 56 55,631 25 8,959 16 9,758 90 5,338 55 3,817 66 6,223 37 559 70 \$193,354 11
Posments fro	om net incon	ne. a	s follo	108. mz. :				
Dividends dec Surplus fo								

#### MIDDLETOWN AND CRAWFORD.

#### General Income Account.

Surplus for year ending Se Surplus up to September 3	eptember 30, 1889 0, 1888	•	\$376 45 5,396 68
Total surplus Septemb	oer 30, 1889		\$5,763 13
Gener	ral Balance Sheet Sep	tember 30, 1889.	
	Assets.		
Cost of road	• • • • • • • • • • • • • • • • • • • •	•••••	\$193,854 11
Current assets, as follows	ı, viz. :		
Cash on hand			
Open accounts	••••••	2,759 65	3,276 74
Profit and loss (deficiency)	••••		\$196,630 85
_	Liabilities.		
Capital stock	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	\$122,200 00 66,000 00
		•••••••••	00,000 00
Current liabilities, as follo			
Interest on funded debt du Dividends unpaid Open accounts	• • • • • • • • • • • • • • • • • • • •	58 25	
Profit and loss (surplus)		·····	2,667 72 5,763 13
		_	\$196,630 85
	Officers of the Con	apany.	
Name.	Title.	Official Addre	

Directors of the Company.	
Name.	Residence.
JOHN KING	New York city.
ALBERT BULL	Middletown, N. Y.
R. M. Crosby	Middletown, N. V.
W. L. STRONG	New York city.
S. M. FELTON	New York city.
AUG. R. MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.

JOHN KING. President 21 Cortlandt St., N. Y. city.
ALBERT BULL Vice-President Middletown, N. Y.
AUG. R. MACDONOUGH Secretary 21 Cortlandt St., N. Y. city.
EDWARD WHITE Treasurer 21 Cortlandt St., N. Y. city.
W. J. MURPHY General Superintendent Jersey City, N. J.

Title of company. The Middletown and Crawford Railroad Company. General offices at 21 Cortlandt street, New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Tuesday in August. For information concerning this report, address A. R. Macdonough, Secretary.



#### MIDDLETOWN, UNIONVILLE AND WATER GAP.

OPERATED BY THE NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 25, 1866.)

For history of organization, see Report of 1883.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

					COMMON.					
,					No. of	shares.	P	ar value.		
Authorized by law or charter Total now outstanding						6,000 2,997		\$300,000 149,856		
Number of stockholders								119		
	Funde	D I	EBT.	•						
		years				Amount		Amount author-ized.		Amount
DESIGNATION OF LIEN.	Date.	Term, years	Rate.	Wh pays	ien able.	outstand- ing.				
*First mortgage Second mortgage		20 25	p.c. 5 5	May &	t Nov.	\$225,0 400,0		\$150,00 250,00		
Total		l		<b></b> .	<b></b>	\$625,	000	\$400,00		
Grading, masonry and ballast Bridges. Superstructure (including ties Land, land damages and fenc Passenger and freight station Engine and car houses Engineering expenses	s), and rails . es	••••		••••••	•••••	••••••		91. 30, 1889. \$113,221 9 12,189 3 164,546 9 35,942 8 16,357 8 660 8 7,566 6		
Total cost of road	· · · · · · · · · · · · · · · · · · ·	•••		••••		• • • • • • • • •		\$350,476		
Income Accoun	at for Year	En	ding	Septe	mber ä	0, 1889.				
			-	•		•				
	ng all taxes)	••••	•••••	· -		· · · · · · · · · · · · · · · · · · ·		53,880		
Gross earnings from operation Operating expenses (excludin Net loss from operation Income from other sources, as	ng all taxes)					\$169 00		\$47,200 6 53,880 8 \$6,671 2		

<sup>\*</sup>The first mortgage bonds matured November 1, 1886, and were extended for twenty-five years from that date at 5 per cent interest per annum.

†These items are not properly to be considered as "income from other sources."—

R. R. Commissioners.

Interest on funded debt due and accrued (paid by New York, Susquehanna and Western Railroad Company). \$20,000 00 Taxes on property used in operation of road . 1,668 94 Taxes on earnings and capital stock . 1 90 Taxes other than above (Railroad Commission). 54 60  Deficit for year ending September 30, 1889.						5 4
Dencit for year ending september 30, 1889	)	••••			\$18,920	0 3
General Inco	me Accou	nt.		•		
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888			· · · · · · · · · · · · · · · · · · ·		\$18,920 246,798	0 8 8 8
Total deficit September 30, 1889				<u> </u>	\$260,718	70
Analysis of Cross Hamiltonia						
Analysis of Gross Earnings  EARN	-	rat	ing Expe			
				<del></del> -		-
	Passenge	er.	Freight	.	Total.	
Preight, through\$38,488 72		_		_		
Freight, local         125 48           Passengers, through         \$6,140 68		•••	\$38,614	20	<b>\$38</b> ,614	1 2
Passengers, local	\$6,433	00			6,433	
Mail	1,016 1,145	44		:::	1,016	8 44
Express	\$8.595		\$38,614		1,145 \$47,209	
Total gross carnings			\$30,019	20	<b>911,208</b>	
Operating	Expenses.					
Maintenance of way and structures:						
Maintenance of way and structures : Repairs of track and roadbed	\$6,259 10,533	33 81	\$6,979 11,746	07   02	\$18,238 22,279	44 9 8
Repairs of bridges (including culverts and cattle-guards)	670		748	- [	1,418	
Repairs of stations, shops, docks, etc Repairs of fences	240		267 85	82	508 161	38
Total	\$17,780		\$19,826		\$37,607	
Conducting transportation; Wages of conductors and men	\$1,079		\$1,203	07	\$2,282	
supply	3,039 2,356		3,389 2,627		6,429 4,983	
Total	\$6,475	46	\$7,220	00	\$13,695	46
General expenses:		_				
Ontside agencies and advertising	\$31	70	\$35	85	\$67	55
balance)	1,488	59 02	893 67	48 48	2,382 128	07
Total	\$1,581		\$996		\$2,578	
Frand total operating expenses	\$25,837		\$28,043	<del></del>	\$53,880	-
		!		!_		=
General Balance Shee	-	ber	30, 1889.			
lost of road	••••		• • • • • • • • • • • • • • • • • • • •		\$350,476 378	47



\$611,568 17

\$149,850 00 400,000 00

61,718 17 \$611,568 17

Capital stock.....Funded debt.....

ITEM.	Throug	h.	Lo	cal.	Total.							
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile .	e mile 245,911 9,697 81,659 293		carried one mile 245.941 9, ht carried 81,659		passengers carried one mile   245,941   9,697   tons of freight carried   81,659   293		passengers carried one mile 245,941 9,697 ons of freight carried 81,659 293		9,697 <b>293</b>		245,941 9,697 81,659 293	27,913 255,638 81,962 842,329
Passenger train mileageFreight train mileage	•••••				15,500 17,380							
Total train mileage					32,786							
ITEM.	Earning	ζs.	Expe	onses.	Loss.							
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile Average per ton of freight per mile. Average per ton of freight per mile.	38,614	3079 0336 5545	\$25,837 66 9256 1011 1 6667 28,043 23 3417 0333 1 6223		\$17,242 19 617 057 1 112 Profit 10,570 97 128 013							
ITEM. Computed on earnings from carrying passen and freight only.	gers Th	rough		Local.	Through and local							
Average rate received per mile for carrying songers, all classes	for	Cent 2.5 4.5	3.0		Centr 2.52							
Description TRA Main line from Middletown to Unionville, sir Sidings and turnouts on main line	ck. ngle track			in 	es owned. a. N. Y. State. 13.9							

Laid with steel rail, main line.....

Average life of rails—steel, 20 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs., iron, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with gravel.

#### Description of Road - (Continued).

Bridges.	ENTIRE LINE	
DRIDGES.	Number.	Aggregate length.
Iron bridges	2 1	Feet.
Total	3	139

Westinghouse air brake and Miller coupler and buffer are used on passenger trains; Westinghouse air brake and Smillie coupler on milk trains, and ordinary hand brake and Hinson & Gould couplers on freight trains.

Stub switches are used on this road.

#### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Length of steel rails laid during the year in repairs, miles	12

Passenger cars are heated by Baker heaters and Martin's system of steam heating, lighted with center lamps, burning 300 degree oil, and ventilated by deck sashes. The National Express Company runs over this road. Contract for carrying the mails until July 1, 1889, was \$77.81 per mile, since which time the rate has been slightly increased.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour Grain. Meats and provisions Live stock Lumber Pig and bar iron and steel. Coal and coke. Petroleum and other oils. Shipments of manufactured goods received by railroad companies within this State from manufactories within this State. All other manufactures. All other agricultural products. All other agricultural products. All other articles not included above.	1.515	.44 1.87 .46 .49 3.85 1.73 44.75 .22 3.58 4.96 .80
Total	81,952	100]

#### Officers of the Company.

Name.	Title.	Official Address,
Henry Marks	Vice-President	15 Cortlandt st., N. Y. city.

Directors of the Company.

Name.	Residence.
STEPHEN V. WHITE	Brooklyn, N. Y.
HENRY MARKS	New York city.
CHARLES V. WARE	
Simon Borg	
CHARLES MINZESHEIMER	New York city.
CHARLES M. HEALD	New York city.
FREDERIC P. MOORE	New York city.
ROBERT K. Dow	New York city.
JOHN P. RAFFERTY	Brick Church, N. J.
CORNELIUS T. DEMAREST	Hackensack, N. J.
GARBETT A. HOBART	Paterson, N. J.
JAMES M. HARTSHORNE	New York city.
J. J. DEMAREST	. Hackensack, N. J.

#### MOUNT McGREGOR.

(Date of charter, February 25, 1882.)

The Saratoga, Mt. McGregor and Lake George Railroad was sold under foreclosure of the first mortgage bonds on October 13, 1888, and the company reorganized under the Laws of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under foreclosure, and providing for the formation of new companies in such cases," passed May 11, 1874.

The certificate of incorporation was filed April 18, 1889, and the name of the new company is Mount McGregor Railroad Company.

No statement is made in this report of outstanding capital stock, as it is not yet known how many stockholders and bondholders of the old company will accept of the plan offered for the exchange of stocks and bonds.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

		MMON.	PRE	FERRED.
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	1,750	\$175,000	8,250	\$325,000

#### FUNDED DEBT.

Designation of Lien.	Date.	Тегш, уеагв.	Rate of interest.	Amount author-ized.	Amount outstand-ing.	Cash realized on amount outstand- ing.
First mortgage bonds. Second mortgage bds. Total	May 4, 1989 May 4, 1889	1 1	6 per cent 6 per cent	\$22,500 27,500 \$50,000	\$22,500 27,500 \$50,000	\$22,500 27,500 \$50,000

#### Cost of Road and Equipment.

<del></del> <del></del>			
Road.	Additions bettermer during ye ending Se 30, 1889.	ar pt.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast Bridges. Superstructure (including ties). Passenger and freight stations. Hotel and mountain improvements Expenses of reorganization Total cost of road	\$969 681 14	18 88 81 68 00	\$544,000 00 969 18 681 88 14 81 3,713 68 750 00
Locomotives	\$200 325		\$200 00 825 45
Total cost of equipment	\$525	45	\$525 45
Grand total cost of road, hotel, mountain improvements and equipment	\$6,655	00	°\$850,685 00

Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$9,861 81 9,466 64
Gross income from all sources	\$395 17
Deductions from income, as follows, viz.: Interest on funded debt due and accrued	
Bentals590 00Taxes on property used in operation of road230 11Taxes on earnings and capital stock47 10Taxes other than above41 25	•
	2,125 12
Deficit for year ending September 30, 1889	\$1,729 96
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	•
Passengers, local	<b>\$9,3</b> 33 07
Mail Privileges	25 00 503 74
Total gross earnings	\$9,861 81
OPERATING EXPENSES.	
Repairs of track and roadbed	\$2,012 97
Maintenance of way and structures: Repairs of track and roadbed	1,042 32 34 41 29 27
Total	\$3,118 97
Maintenance of equipment:	
Repairs of locomotives	\$287 87 130 61
Repairs of cars Other expenses for maintenance and equipment	182 19
Total	\$550 67
Conducting transportation:	
Wages of conductors and men Wages of engineers and firemen Fuel for locomotives	\$520 50
Fuel for locomotives	857 60 801 70
Oll and waste Wages of station agents and clerks	188 75
Wages of watchmen, flagmen and switchmen	419 24 120 00
Wages of watchmen, flagmen and switchmen Other expenses for conducting transportation	971 85
Total	\$3,879 64
General expenses :	
Salaries of general officers and clerks	\$700 00
Salaries of general officers and clerks General office expenses and supplies	129 85
Stationery and printing. Outside agencies and advertising. Other general expenses.	159 30 225 50
Other general expenses	702 71
Total	\$1,917 36
Grand total operating expenses	\$9,466 64
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road and equipment	\$550,655 00
Current assets, as follows, viz.: Cash on hand	261 69
Open accounts. Profit and loss(deficiency).	118 91 1,729 95
-	\$652,765 55
<i>,</i>	

Capital stock LIABIL		••••	•	500,000 00
Funded debt	••••••	• • • • • • • • • • • • • • • • • • • •	•••	80,000 0
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Open accounts	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	•••	1,216 66 1,548 86
				552,765 55
Traffic and Mile	ama Statistic	na.		<del></del>
	em.	<b>/4•</b>		
Number of passengers carried	•••••	• • • • • • • • • • • • • • • • • • • •	···	20,444 202,498 12,516
ITEM.	Earnings.	Expenses.	P	rofit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile	\$9,861 81 482 048 787	\$9,466 64 46: 04: 756	3	\$395 17 019 202 031
ITEM Computed on earnings from carrying pas Average rate received per mile for carrying p	sengers and fr			ll local. Cents. 4.8
Description of Road	and Equipu			
Trac	ж.		Miles ov in N. Y	vned, all . State.
Main line from Saratoga to Mt. McGregor, siz Sidings and turnouts on main line	ngle track		• •	10.50 .47
Grand total of tracks, sidings and turnou	ıts	• • • • • • • • • • • • • • • • • • • •		10.97
Laid with iron rails, main line		• · • • • • • • • • • • • • • • • • • •		10.97
Weight of rails per yard — iron, 35 lbs.; gau	ige of track, 3	feet; ballast	ed with	sand.
Bride	Es.		Entir N. Y	e line in . State.
Wooden trestles	••••••	••••••	••	6
Equipment.		No. оwned.	Average cost of each.	Maximum weight of each in lbs.
Locomotives, 4-drivers	•••••	2	\$8,000	38,000
First-class passenger car Baggage, mail and express car	•••	7		; <u>.</u>
Total	• • • • • • • • • • • • • • • • • • • •	8		
Flat freight cars				
			<u>'</u>	

Eames' vacuum brakes and common couplers (link drawheads) are used on cars. Lorenz spring switches are used on road.

# MOUNT McGregor.

#### Miscellaneous Statistics.

	ITEM.	Entire line in N. Y. State.
Telegraph owned and operated b	oy company, miles	10
Cars are used for summer trave National Express Company run	el only, and are lighted by kero as over this road.	sene oil.
	Employees.	
Average number of persons empl Aggregate amount of salaries an		
oa	licers of the Company.	
Name.	Title.	Official Address.
WILLIAM J. ARKELL J. S. L'AMOREAUX FRANK JONES	President	. Canajoharle, N. Y. . Ballston Spa, N. Y. . Ballston Spa, N. Y.
	ectors of the Company.	Destitues
Name.		Residence.
JESSE S. L'AMOREAUX DOUW H. FONDA A. G. RICHMOND JOHN WARNEE E. S. SMITH DOUGLAS W. MABIE ALEX. B. VROOMAN BARTLETT ARKELL FRANK JONES ED. F. GROSE JOHN PERSON		Ballston Spa. N. Y. Albany, N. Y. Canajoharie, N. Y. Amsterdam, N. Y. Canajoharie, N. Y. Ballston Spa. N. Y. Amsterdam, N. Y. Canajoharie, N. Y. Ballston Spa. N. Y. Ballston Spa. N. Y. Ballston Spa. N. Y. Ballston Spa. N. Y. Ballston Spa. N. Y. Ballston Spa. N. Y.
Title of company, Mount McGr General offices at Ballston Spa, Date of close of fiscal year, Sen	. N. Y.	

General offices at Ballston Spa, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in February.
For information concerning this report, address Frank Jones, Secretary.

#### NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

For history of organization, see Reports of 1885 and 1887.

# Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMMON.		PRE	PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter	10,000	\$500,000	12,000	\$600,000	
and now outstanding	10,000	500,000	11,470	587,450	

Grand total of common and preferred stock now outstanding	\$1,087,450
Number of stockholders	120

#### FUNDED DEBT.

DESIGNATION OF Date.		years.	INTEREST.			Amount outstand-ing.	Cash realized on amount outstand- ing.
	Term, ye	1 - 1	When payable.	Amount author- ized.			
First mortgage on property and franchise	Jan. 1, 1877	30	p.c.	Nov. & May	\$600,000	\$150,000	\$150,000
on property and franchise	June 1, 1877	100	6	When earned	1,625,000	1,164,500	
Total		<b> </b>	l		\$2,225,000	\$1,314,500	\$150,000

# Cost of Road and Equipment.

			_
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road an equipment up to Sept 30, 1889.	d
Shops, machinery and tools	\$536 01	\$536	
30, 1888	•••••	2,440,187	82
Total cost of road	\$536 01	\$2,440,723	83
EQUIPMENT. Passenger cars	\$4,920 36	\$4,920 53,538	
Total cost of equipment	\$1,920 36	\$58,459	03
Grand total cost of road and equipment	\$5,456 37	\$2,499,182	86
Income Account for Year Ending Septem			20
Gross earnings from operationLess operating expenses (excluding all taxes)	• • • • • • • • • • • • • • • • • • • •	139,701	
Net earnings from operation			
Income from other sources, as follows, viz.: Rent of houses on terminal lands		857	82
Gross income from all sources.  Deductions from income, as follows, viz.: Interest on funded debt due and accrued. Taxes on property used in operation of road. Taxes on earnings and capital stock	911,400,00	•,	07
·		17,449	15
Surplus for year ending September 30, 1889		\$27,011	92
General Income Account.			
Surplus for year ending September 30, 1889	•••••	\$27,011 46,814	^
Less accounts charged to profit and loss during the year	•	\$73,826	
		4,067	48

# NEWBURGH, DUTCHESS AND CONNECTICUT.

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

EARN	ings,		
	Passenger.	Freight.	Total.
Freight, through		404 504 54	404 FOF FA
Passengers, through	•••••	\$86,535 54	\$86,585 54
Mail.       Express         Miscellaneous, as follows, viz.:       2         Car service       \$955 68         Rent of tracks       67,035 62         Miscellaneous       45 00	\$23,948 20 8,672 50 1,617 71		28,943 20 8,672 50 1,617 71
Miscellaneous 45 00	7,052 13	60,984 07	68,036 25
Total gross earnings	\$36,285 59	\$147,519 61	\$183,805 20
OPERATING  Maintenance of way and structures:	Expenses.		
Repairs of track and roadbed	\$11,182 50	' ' '	\$50,153 99
cattle-guards)	328 68	986 21	1,314 89
Repairs of stations, snops, docks, etc	908.69	8,325 94 619 93	4,308 94 826 55
structures	3 48	25 44	28 92
Total	\$12,699 28	\$43,928 95	<b>\$56</b> ,628 28
Maintenance of equipment:			
Renairs of locomotives	\$2,175 67	\$6,543 75	\$8,719 42
Repairs of cars	4,852 70 246 34	7,925 33 739 22	12,778 03 985 56
Repairs of cars Repairs of machinery and tools Other expenses for maintenance of equipment	929 13	1,908 06	2,837 19
Total			
Total	\$8,203 84	\$17,116 36	\$25,820 20
Conducting transportation: Wages of conductors and men	\$1,790 49	\$5,336 33	<b>\$7,126</b> 82
Wages of engineers and firemen	2.175 31	3,423 39	5,598 70
Fuel for locomotives Oil and waste	2,918 27	8,757 73	11,676 00
Water apply	158 85 98 24	405 06 294 82	563 91 893 06
Other train supplies or expenses.	164 75		344 94
Water supply. Other train supplies or expenses. Wages of station agents and clerks	2,495 27	7,485 87	9,981 14
Wages for labor at stations. Station supplies Wages of watchmen, flagmen and switchmen	157 64	603 85	761 49
Wages of watchman flagman and switchman	165 94 554 75	651 14 2.267 43	817 08 2,822 18
Other expenses for conducting transporta- tion	12 27	85 14	47 41
Total.	\$10,691 78	\$29,440 95	\$40,132 78
General expenses: Salaries of general officers and clerks	\$3,549 76	/ \$10,669 39	\$14,219 15
General office expenses and supplies	225 64	677 23	902 87
Stationery and printing	455 26	604 83	1,060 09
Legal expenses	79 66	292 97 20 67	390 63 20 67
Damage to cattle and property	44 62	133 88	178 50
Lose and damage of freight and baggage.  Damage to cattle and property.  Insurance.  Other general expenses.	80 50	249 00	329 50
Other general expenses	125 32	394 06	519 <b>8</b> 8
···	<del></del>		

\$4,578 76

\$36,173 66

\$13,042 03

\$103,528 29

\$139,701 95

Grand total operating expenses....

#### General Balance Sheet September 30, 1889

General Balance Shee	et Se	ptember :	30, 1899,	
ISBA ASI				
Cost of road	• • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	\$2,440,728 88 58,459 08
Other permanent investments, as follows, viz.  Beal estate	: •••••		· · · · · · · · · · · · · · · · · · ·	1,225 47
Current assets, as follows, vv2.: Cash on hand Due by agents Open accounts Materials and supplies.			\$24,462 41	
				\$2,571,814 94
Ілавп	ITTE	<b>.</b>		
Capital stockFunded debt			••••••	\$1,087,450 00 1,814,500 00
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls Open accounts Loans and bills payable Bonds and mortgages (secured on terminal Profit and loss (surplus)	land	······································		55,020 00 11,351 02 580 84
Tront and ross (surprus)	• • • • • •	••••••	• • • • • • • • • • • • • • • • • • • •	
Traffic and M	ilon	go Statis	tics.	\$2,571,814 94
ITEM.	Tì	rough.	Local.	Total.
Number of passengers carried		51 1,422 25,408 1,459,445	80,939 859,598 99,428 1,924,660	80,990 861,020 124,836 3,384,105
Passenger train mileage	••••			27,504 85,100
Total train mileage				112,604
		====	···	<del></del>
ITEM.	Es	rnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried.: Average per ton of freight per mile. Average per freight train per mile.	: :	\$36,285 59 45 04 1 32 147,519 61 1 19 05 1 73	\$36,173 66 45 04 1 32 103,528 29 83 03	\$111 93 
Average per treight train per mine	: =-==	1 70	1 22	51
ITEM.  Computed on earnings from carrying passer and freight only.	gers	Through	h. Local.	Through and local.
Average rate received per mile for carrying sengers, all classes.  Average rate received per mile per ton for carrying freight, all classes.	arry-	Cents.		1

#### scription of Road and Equipment.

Description of Ro				<b>1</b>	Liles ow	nad al
	BACK.				ln N. Y.	
Main line, from Dutchess Junction to Sta Connecticut at Millerton, single track Eddings and turnouts on main line	• • • • • • • • • • • • • • • • • • •	••••••			•	58.8
Grand total of tracks, sidings and turn	outs			• • • • • • • • • • • • • • • • • • • •		68.6
aid with steel rails, main lineaid with iron rails, main line		. <b></b>				45.8 12.9
Average life of rails—iron, 15 years; average life of rails—iron, 15 years; averaged, maximum, 74 lbs., minimum, 6 nobes; ballasted with gravel, partially.						ils pe feet 8
Bridges.			ENTI		IN NEW YORK ATE.	
			Number.		Aggregate length.	
ron bridges						Feet.
Wooden bridge Wooden tresties	••••••	••••••	:	- 11 - 11		2,24
Wooden bridge	••••••			11		2,82
Wooden bridge Wooden trestles	••••••	••••••	:	6	No. equipped with patent brake.	2,24
Wooden bridge. Wooden tresties. Total  EQUIPMENT.  Locomotive, 6-drivers.		Average cost of	Maximum weight of each in lbs.	11	No. equipped with patent brake.	2,24
Vooden bridge. Vooden tresties.  Total  EQUIPMENT.	No. owned.	Average cost of	Maximum  weight of each in lbs.	Average life of each in years.	•••••	2,24
Wooden bridge Wooden tresties.  Total  EQUIPMENT.  Locomotive, 6-drivers.  Locomotive, 4-drivers.	No. owned.	Average cost of	Maximum Weight of each in lbs.	Average life of each in years.	6	2,24

Westinghouse automatic air brake, Cowell, and Miller coupler are used on passenger cars: freight cars equipped with regular freight brake.

Three-fourths of the road is equipped with Lorenz safety switch, balance with open or stub switch.

20,000 18,000 17,000 15,000 18,000

16,000

12

10 . . . . . .

15 .....

15

• • • • •

.....

. . . . . .

\$400

38

121

17

1

182

Box freight cars.
Stock freight cars
Coal freight cars
Flat freight cars.
Caboose, 4-wheel car.
Caboose, 8-wheel car.

Total .....

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation.  Total assessed value of real estate and personal property of company  Length of steel rails laid during year in repairs, miles.  Highway crossings at grade without protection.  Highway crossing at grade protected by gates or flagmen.  Highway crossings over or under grade.  Overhead obstruction less than 20 feet above track	\$1,228 47 \$49,388 00 7.54 64 1

Passenger cars are heated by the fire-proof, seamless, Baker heater on mixed trains, and the same heater, with steam heating attachment, on passenger trains; lighted with mineral seal oil, 300° test, and ventilated by Creamer ventilators.

American Express Company runs over this line, messenger at half fare, freight at one and a half first-class rates.

Company is paid \$70.97 per mile by United States Government for transportation of mail.

## DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	902	.7
Grain	2,828	6.8
Meats and provisions	227	.2
Live stock	882 6.574	5.3
Lumber Pig and bar iron and steel.	3.541	2.8
Iron or other ores	22.039	17.6
Coal and coke	53,405	42.8
Petroleum and other oils	250	.2
Shipments of manufactured goods received by railroad com-		
panies within this State from manufactories within this State.	6,485	5.2
All other manufactures	4,014 3,229	3.2 2.6
All other agricultural products	5,990	4.8
All other agricultural products	9,520	7.6
Total	124,886	100

Nowana	ΛÐ	ACCIDENTS.
NUMBER	UF.	ACCILIBATE.

Employee injured .....

### EMPLOYEES.

Average number of persons employed (including officials) during year...
Aggregate amount of salaries and wages paid them.....

148 \$85,141 81

1

# Officers of the Company.

Name.	Title.	Official Address.
WILLIAM A. WELLS	President and Treasurer Secretary and Gen. Accountant.	Matteawan, N. Y.
	General Sup't and Freight and Purchasing Agent Pass. Agent and Auditor Pass. and Freight Accounts	36-44
G. D. HOLMOES	and Freight Accounts Master Mechanic Roadmaster	Dutchess Junction, N. Y.

## Directors of the Company.

Name.	Residence.
JOHN S. SCHULTZE	Manchester, N. J.
LEBBEUS B. WARD	Jersey City, N. J.
WILLIAM LUMMIS	New York city.
William S. Eno	Pine Plains, N. Y.
William N. Sayer	Pine Plains, N. Y.
H. B. WILLETS	Madison, N. J.
S. I. WRIGHT	
C. L. Kimball	Fishkill-on-the-Hudson, N. Y.
R. G. COFFIN	Coffin's Summit, N. Y.
George Potter	Billings, N. Y.
ALBERT EMAUS	
R. O. VAN WYCK	Hopewell Junction, N. Y.
N. T. Plass	Copake Iron Works, N. J.

Title of company. Newburgh, Dutchess and Connecticut Railroad Company. General offices at Matteawan. N. Y. Date of close of fiscal year. September 30. Date of stockholders' annual meeting, January. For information concerning this report, address John S. Schultze, President,

## NEW JERSEY AND NEW YORK.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	common.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction, etc., pursuant to plan for organization of road and now outstanding.	. 1	\$2,000,000	8,000	\$800,000

\$2,800,000 170

### FUNDED DEBT.

		years.	INTEREST.		1		
DESIGNATION OF LIEN.	. Date.	Term, ye	_ '	When payable.	Amount author- ized.	Amount outstand- ing.	
*First mortgage †Second mortgage	April 30, 1880. Nov. 27, 1885.	30 100	p.c. 6 5	May 1, Nov. 1 Jan. 1, July 1		\$400,000	
Total		1	••••		\$500,000	\$500,000	

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 80, 1889.
Grading and masonry Ballast Bridges Superstructure (including ties). Rails Land Land damages. Fonces Passenger and freight stations Engine and car houses. Shops, machinery and tools. Fuel and water stations Engineering expenses Interest and discount charged to construction. Purchase of constructed road. Telegraph line Street and road crossings Incidentals New Jersey and New York railway property, franchise, etc.	\$49 50 1,287 50 213 25 18 00 51 78 1,340 94 4 50	\$492 84 166 56 15,794 10 11,051 14 81,072 64 4,146 88 6,688 17 647 13 5,452 21 851 77 4,663 13 735 32 1,633 32 87,032 61 117,968 84 64 10 890 79 1,711 47 2,892,110 81
Total cost of road	\$3,382 91	\$2,682,596 83

<sup>\*</sup>These bonds were issued to complete reorganization.

†Fifty-six thousand dollars issued to holders of preferred stock in lieu of stock dividends; balance issued in purchase of rolling stock.

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Cost of Road and Equipment - (Continued).

Locomotives Passenger cars. Mall, baggage and express cars. Freight and other cars  Total cost of equipment.  Grand total cost of road and equipment.		Total cost of road and equipment up to Sept. 30, 1889. \$67,483 94 49,353 81 8,579 90 28,480 18
Passenger cars.  Mail, baggage and express cars.  Freight and other cars.  Total cost of equipment.  Grand total cost of road and equipment.		49,852 81 8,579 90
Grand total cost of road and equipment		≥0,±00 18
		\$153,896 88
	. \$3,882 91	\$2,836,493 16
Deduction from income, as follows, viz.: Interest on funded debt due and accrued	mber 30, 1889. 	\$1,340 94 1,287 56 422 44 213 22 51 78 49 56 13 00 4 56 \$3,382 91 \$236,558 65 158,986 63
Taxes on earnings and capital stock Taxes other than above.		81,210 43
Deficit for year ending September 30, 1889	•••••	\$3,607 41
General Income Account.  Deficit for year ending September 30, 1889  Surplus up to September 30, 1888  Total surplus September 30, 1889		\$3,607 41 97,298 31 \$93,690 90
DETAILED STATEMENT OF RENT		
New York, Lake Erie and Western Railroad tolls		\$37,726 26 11,400 00
Total amount of rentals deducted from income		\$49,126 26
Analysis of Gross Earnings and Opera Earnings.	ting Expenses	J•
Passenger.	Freight.	Total.
Freight, local Passengers, local S142,522 74 Mail 2,548 68 Express 10,451 58	1	\$78,276 08 142,522 74 2,548 68 10,451 58 1,200 00

# Analysis of Gress Earnings and Operating Expenses — (Continued). \ Operating Expenses.

·	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Maintenance of way and structures: Bepairs of track and roadbed Steel rails laid, 101 tons; cost, \$2,841.11. Bepairs of bridges (including culverts and	\$22,866 04	\$2,505 68	\$25,871 7
Repairs of bridges (including culverts and cattle-guards)	1,879 87	205 95	2,085 3
cattle-guards) Repairs of stations, shops, docks, etc	2,842 38 180 19	311 48 5 63	3,158 8 185 8
Repairs of fences  Other expenses for maintenance of way and structures	447 64	49 05	496 6
Total	\$28,215 62	\$8,077 79	\$31,298 4
į	<b>##</b> 0,#10 02	\$5,011 15	\$01,298 <b>1</b>
Maintenance of equipment:	\$4,904 46	\$579 65	\$5,484 1
lepairs of cars	6,835 63 1,035 97	749 07 113 52	7,584 7 1.149 4
Other expenses for maintenance of equipment.	1,955 12	214 25	2,169 3
Total	\$14,781 18	\$1,656 49	\$16,387 6
_Conducting transportation :		<u> </u>	
Wages of conductors and men	\$12,750 40	\$1,439 42	\$14,189 8
Vages of engineers and firemen	9,608 78 30,502 73	1,052 96 3,846 71	10,661 7- 88,849 4-
/ii and waste	1,432 94	157 02	1,589 9
Water supply Other train supplies or expenses	610 15 1,358 16	66 82	676 9
Vages of station agents and clerks	12,830 02	148 88 1.405 94	1,506 9: 14,285 9:
Wages for labor at stations.	5.585 25	1,405 94 624 71	6,209 9
tation supplies Vages of watchmen,flagmen and switchmen	898 22	98 43	996 6
ther expenses for conducting transporta-	3,731 03	408 85	4,139 8
tion	6,099 14	668 36	6,767 5
Total	\$85,406 82	\$9,418 05	\$94,824 87
General expenses:   calaries of general officers and clerks	\$8,470 57	\$928 28	\$9,398 8
eneral office expenses and supplies	189 34	20 74	210 0
stationery and printing	1,314 58	144 05 80 83	1,458 6
utside agencies and advertising	787 56 1,614 85	176 96	818 3 1,791 8
egal expensesoss and damage of freight and baggage.	149 02	16 38	165 8
Jamage to cattle and property	211 80	23 20	285 0
niuries to persons	45	05	5
elegraph maintenance and operation fileage of cars of other companies (debit	21 68	2 38	94 0
balance) ther general expenses	310 42 1,801 76	38 24 196 64	348 60 1,998 44
Total	\$14,822 03	\$1,627 65	\$16,449 6
Frand total operating expenses	\$143,175 65	\$15,779 98	\$158,955 6
General Balance Sheet Asser lost of road Ost of equipment Other permanent investments, as follows, viz.: ltock of this company	rs,	•••••••	\$2,682,596 \$: 153,896 8: 571,400 00
Ourrent assets, as follows, viz.:			
lash on hand		•••••	3,878 1
Jue Dyagonts	•••••	• • • • • • • • • • • • • • • • • • • •	12,854 7: 950 6
pen accounts		***************	960 6 4.781 1
·		-	\$3,429,857 7
lapital stock			

Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers, pay-rolls and open accour Profit and loss (surplus)	1 <b>ts</b>		28,9	50 01 16 86 90 90
		_	\$3,429,8	57 77
Traffic and Mile	age Statisti	es.		
ITE	M.		All l	ocal.
Number of passengers carried			9,25 11	5,952 6,161 8,205 1,965
Passenger train mileage Freight train mileage All other train mileage	•••••••	•••••	2	6,926 5,963 4,872
Total train mileage	• • • • • • • • • • • • • • • • • • • •		26	7,761
ITEM.	Earnings.	Expenses.	Profit	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile.	\$158,128 58 227 0171 66 78,430 07 66 0533	\$143,175 65 206 0155 60 15,779 98 13	\$14,952 62,650	021 0016 06
Average per freight train per mile	3 02	61	2	41

## ITEM.

All local. Cents. 1.53 5.32

Computed on earnings from carrying passengers and freight only.
Average rate received per mile for carrying passengers, all classes  Average rate received per mile per ton for carrying freight, all classes

# Description of Road and Equipment.

	MILES	OWNED.	. a	TOTAL	TOTAL MILES.	
Trace.	Length in N. Y. State.	Entire length.	Miles leased, in N. Y. State.	Length in N. Y. State.	Entire length.	
Main line from New Jersey and New York Junction, N. J., to Garnerville, N. Y., single track  Total branches or other roads, single track	12.23 5.40	29.84 5.40	3.37	12.23 8.77	29.84 8.77	
Total single track	17.63	34.74	3.37	21.00	38.11	
Sidings and turnouts on main line	1.52 .25	4.61 .25	.69	1.52 .94	4.61 .94	
Total sidings and turnouts	1.77	4.86	.69	2.46	5.55	
Grand total of tracks, sidings and turnouts	19.40	39.60	4.06	28.46	48.66	
Laid with steel rail, main line Laid with steel rail, branches or other roads Laid with iron rail, main line Laid with iron rail, branches or other roads	5.87 6.86 5.40	22.48 6.86 6.40	2.37	5.87 2.37 6.86 6.40	22.48 2.87 6.86 6.40	

Average life of rails—iron, 18 years; average life of ties, 8 years; weight of rails per yard, steel, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

# NEW JERSEY AND NEW YORK.

## DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
New City branch Garnerville Railroad Stony Point branch New Jersey and New York Extension Railroad	Miners' Creek	New City	4.30 1 1.10 2.37	Owned Operated. Owned Operated.	2.37	4.30 1.00 1.10

	IN NEW Y	ORK STATE.	ENTIRE LINE.	
Bridges,	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	2 8	Feet. 205 189	8 4	Feet. 260 252
Total	5	894	7	512

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	. 8	\$7,286 08	98,000	8	
First-class passenger cars	16 5	\$1,482 46 1,058 68		16 5	16 5
Total	. 21			21	21
Box freight cars Stock freight car. Flat freight cars. Caboose, 8-wheel car.	30 1 39 1	\$488 38 250 00 358 13 1,470 61	19,000	i	ii
Total	71		••••	1	. 1

Eames' vacuum brake and Miller coupler are used for passenger coaches and wrought and cast iron draw bars with links for freight cars.

The road was originally equipped with stub switches, but they are being replaced with Snow's automatic split switches.

### Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles Length of steel rails laid during year in repairs, miles Railroad crossing road at grade Railroad crossing road over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstruction less than twenty feet above track	1.08 1 31	29.34 1.08 1 1 53 1 2

Passenger cars are heated by Spear stoves, lighted with oil lamps, and ventilated with dome, side and end ventilators.

The United States Express Company runs over this road for a proportion of the gross earnings.

## DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	2,719	2.8
Grain	9.338	7.9
Meats and provisions		1.8
Live stock	286	
Lumber	8,984	7.6
Pig and bar iron and steel	946	.8
Ooal and coke	52,601	44.5
Petroleum and other oils	591	
Shipments of manufactured goods received by railroad compa- nies within this State from manufactories within this State		
nies within this State from manufactories within this State	2.009	1.7
All other manufactures	10.757	9.1
All other merchandise	8.510	7.9
All other agricultural products	8,511	7.2
All other agricultural products	11,466	9.7
Total	118,205	100

### EMPLOYEES.

Average number of persons employed (including officials) during year	161
Aggregate amount of salaries and wages paid them during year	\$86,404 22

### Officers of the Company. .

Name.	Title.	Official Address.
HENRY W. DE FOREST ISAAC D. DEMAREST	President	120 Broadway, N. Y. city. Foot Chambers St., N. Y. city.
J. D. HASBROUCK	Secretary, Treasurer and General Manager	Foot Chambers St., N. Y. city.

### Directors of the Company.

Name.	Residence.
ROBERT W. DE FOREST	New York city.
JOSEPH E. GAY	New York city.
HENRY SEIBERT	New York city.
PETER WARD	Newburgh, N. Y.
H. W. DE FOREST	New York city.
ISAAC D. DEMAREST	Oradell, N. J.
ROBERT E. HUGHES	Paterson, N. J.
HENRY VAN BUSKIRK	New Milford, N. J.
J. D. HASBROUCK	Westwood, N. J.
HIRAW BELLIS	Oradell, N. J.
THEODORE HILL	Hackensack, N. J.

Title of company, New Jersey and New York Railroad Company.
General offices at foot of Chambers street, New York city.
For information concerning this report, address J. D. Hasbrouck, Secretary and Treasurer.

## NEW JERSEY AND NEW YORK EXTENSION.

LESSOR.

LESSEE - NEW JERSEY AND NEW YORK.

No report received for 1889.

# NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

LESSEE-LONG ISLAND.

(Date of charter, August 27, 1885.)

# For history of organization and terms of lease see Reports of 1885 and 1886. Capital Stock and Funded Debt.

CAPITAL STOCK.

	соммон.		PREFERRED.	
	No of shares	Par value.	No. of shares.	Par value.
Authorized by law or charter	3,500	\$350,000	6,500	\$650,000
Issued for stock of the New York and Man- hattan Beach Railway Company	3,500	\$350,000	3,000	\$300,000
Ridge and Jamaica Railroad Company			8,000	300,000
Issued for stock of the Long Island City and Manhattan Beach Railroad Co			500	50,000
Total now outstanding	3,500	\$350,000	6,500	\$650,000

 \$1,000,000 185

.....

### FUNDED DEBT.

Designation of Lien.	Date.			INTEREST.	Amount	Amount	Cash realized
	Date.	Term,	Rate.	When p <b>a</b> yable.	author- ized.	outstand- ing.	on amount outstand- ing.
First consolid'd \ mortgage bds. } First mortgage	Oct. 1, 1885 Jan. 1, 1877	50 20	p.c. 6 7	April & Oct Jan. & July	\$2,000,000 500,000	\$845,000 500,000	*\$345,000 500,000

### Cost of Road and Equipment.

†\$10,048 20 125 00 166 64	\$1,523,280 89
t <b>\$9</b> ,756 56	\$1,513,474 88
	\$316,480 64 \$1,829,904 97
_	125 00 166 64 †\$9,756 56

<sup>\*</sup>Of these sums \$345,000 is cash; the balance is bonds of constituent companies retired, viz.: Two hundred thousand dollars first mortgage bonds, New York, Bay Ridge and Jamaica Railroad Company and \$300,000 second mortgage bonds, New York and Manhattan Beach Railway Company.

† Credit.

# Income Account for Year Ending September 30, 1889.

Rent from Long Island Railroad Company for year ending September 30,	
1888, as per lease. From Long Island Railroad Company, for rent due in excess as above, for	\$95,980 00
fiscal year ending September 36, 1889	13,770 00
Gross income from all sources	\$109,750 00
Deductions from income, as follows, viz.: Interest on funded debt due and accrued \$77,250 00 Taxes on earnings and capital stock 888 50 General expenses 44 21	
-	78,132 71
Net income from all sources	\$31,617 29
Payments from net income, as follows,, viz.: Dividends declared, five per cent on \$650,000, preferred stock	32,500 00
Deficit for year ending September 30, 1889	\$882 71
General Income Account.	
Deficit for year ending September 30, 1889	\$882 71 6.104 07
Total deficit September 30, 1889	
General Balance Sheet September 30, 1889.	
· · · · · · · · · · · · · · · · · · ·	
Cost of road	\$1,513,474 38 816,430 64
Other permanent investments, as follows, viz.: Stock of other companies	500,000 00
Ourrent assets, as follows, viz.: Cash on hand	18 00 9,819 01
Pront and loss (denciency)	
·	\$2,345,728 76
Liabilities.	
Capital stock. Funded debt.	\$1,000,000 00 1,345,000 00
Ourrent liabilities, as follows, viz.: Dividends unpaid	18 00 1,710 76
	\$2,346,728 76
_ · · · ·	
Officers of the Company.	
Name. Tille. Official Addi	ess.
WILLIAM G. WHEELER President and Treas 192 Broadway, New Frederick W. Dunton Vice-President 192 Broadway, New Frank McDonough Secretary 192 Broadway, New	York city. York city. York city.
Directors of the Company.	
Name. Residen	06. '
J. ROGERS MAXWELL.  HENRY GRAYES.  HENRY W. MAXWELL.  WM. G. WHEELEE.  FREDERICK W. DUNTON  FRANK McDonough  WM. J. Kelly.  **OHARLES L. Filit Brooklyn.  **OHARLES L. Filit Boston, McDonough  EDWARD E. SPRAGUE  JAMES K. O. SHEEWOOD  EDWIN H. ATKINS  Brooklyn.  **EDWIN H. ATKI	N. Y. N. Y. olty. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.
GILMAN S. MOULTON	lolph, Vt.

Title of company, The New York, Brooklyn and Manhattan Beach Railway Company. General offices at 192 Broadway. New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, third Tuesday in December. For information concerning this report, address J. D. Campbell, General Counsel.

# NEW YORK AND CANADA.

### LESSOR.

LESSEE - DELAWARE AND HUDSON CANAL COMPANY.
(Date of charter, March 16, 1872.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COM	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter Issued for actual cash and now outstanding.	40,000 89,910	\$4,000,000 8,991,000	\$3,758,274 48

### FUNDED DEBT.

		<b>6</b> 78.		INTEREST.			Cash real-		
DESIGNATION OF LIEN.	Date.	Тегш, уе	Rate.	When payable.	Amount author- ized.	author- outsts	author- outstand-	author- outstand- amo ized. ing. outst	ized on amount outstand- ing.
First mortgage Sterling bonds	May 1, 1874	80	p.c. 6	May 1, Nov. 1	\$4,000,000	\$4,000,000	\$3,600,000		

## Cost of Road.

Road.	Additions or betterments, during year ending Sept. 30, 1889.	Total cost of road up to September 30, 1889.
Grading, masonry and ballast. Bridges Superstructure (including ties). Rails Land Land damages	*1,522 71 1,386 03 998 96 230 00	\$4,852,249 29 399,257 04 2,059,368 97 5,640 01 520 00 449,319 39
Pences Passenger and freight stations Engine and car-houses Fuel and water stations Engineering expenses	5,528 09 *397 78	542 10 107,707 66 40,911 72
Purchase of constructed road. Telegraph line Total cost of road		77,686 29 6,661 30 \$8,804,547 63

	DITIONS OR BETTERMENTS DURING THE YEAR.	
Bridge masonry Filling trestle Grading for new side tracks. Bridge account charged in bridges and replacing timb	previous reports with cost of sundry iron er structures. The estimated cost to rebuild leaving the amount in credit this year  s.  couse's Point of Chazy g under brook, Putnam, N. Y cour sly reported) stations at Ticonderoga and Crown Point, struction account in year 1888.	\$1,578 24 4,818 28 1,271 77
with timber since deducted.	leaving the amount in credit this year	*1,522 71
Superstructure for bridges		116 66
Rails laid in side tracks	J	1,269 37 998 96
Land for new freight house, I	Rouse's Point	220 00
Land for right of way in town	of Chazy	184 00
New passenger station at Val	K under brook, Futham, N. 1	220 00 184 00 200 00 670 79
Port Henry (part cost previou	sly reported)	4,962 30
By cost of rebuilding water- erroneously charged to cons	stations at Ticonderoga and Crown Point, struction account in year 1888	*397 73
Total		\$14,269 93
		V11,1201 10
Gross income from all source	t for Year Ending September 30, 1889. s, as follows, viz.:	enne en en
Deductions from income, as	follows, viz.: and accrued	
interest on funded dept due s	na accruea	\$235,824 80
	Balance Sheet September 30, 1889.	
•	Assets.	
	Assetts.	
	Liabilities.	
Capital stock	Liabilities.	\$4,000,000 00 4,000,000 00 304,547 63
	·	\$8,304,547 68
	Officers of the Company.	
Name	Title. Official	Address.
Horace G. Young James C. Hartt Charles A. Walker	President. Albany Treasurer New Yo Secretary. New Yo	N. Y. ork city. ork city.
	Directors of the Company.  Residence	•
IGAAC V BAKER	Cometoeke	N V
LE GRAND B. CANNON	Now Vowle	city.
JAMES R. TAYLOB	······································	
JAMES BOOSEVELT	Brooklyn,	N <u>. Y.</u>
HOPACE G VOUNG	Brooklyn. Broklyn. Albany N	N. Y. . N. Y.
HORACE G. YOUNG	Brooklyn, Hyde Park Albany, N. New York	N. Y. I. N. Y. Y. city.
HORACE G. YOUNG	Brooklyn, Hyde Park Albany, N. New York	N. Y. . N. Y. Y. city. city.
HORACE G. YOUNG	Brooklyn, Hyde Park Albany, N. New York New York Jersey City	N. Y. . N. Y. Y. eity. eity. 7, N. J.
HORACE G. YOUNG. JAMES C. HARTT. CHARLES A. WALKEE. REUBEN A. HENRY. ROBERT OLYPHANT. WILLIAM H. COOKE.	Brooklyn, Hyde Park Albany, N. New York New York Jersey City New York Whitehall	N. Y. L. N. Y. Y. city. city. r, N. J. city. N. Y.
HORACE G. YOUNG.  JAMES C. HARIT. CHARLES A. WALKEE. REUBEN A. HENRY. ROBERT OLYPHANT. WILLIAM H. COOKE. ROBERT M. OLYPHANT.	Brooklyn, Hyde Park Albany, N. New York New York Jersey City New York Whitehall, New York	N. Y. V. Y. Olty. Olty. Olty. Olty. Olty. Olty. N. J. Olty. V. Y. Olty.
HORACE G. YOUNG.  JAMES C. HARIT. CHARLES A. WALKEE. REUBEN A. HENRY. ROBERT OLYPHANT. WILLIAM H. COOKE. ROBERT M. OLYPHANT. SMITH M. WEED. F. MURRAY OLYPHANT	Brooklyn, Hyde Park Albany, N. New York New York Jersey City New York Whitehall, New York Plattaburg New York	N. Y. Y. olty. olty. olty. Y. N. J. olty. N. Y. olty. h. N. Y.
HORACE G. YOUNG. JAMES C. HARTT. CHARLES A. WALKEE. REUBEN A. HENRY. ROBERT OLYPHANT. WILLIAM H. COOKE ROBERT M. OLYPHANT. SMITH M. WEED. F. MURRAY OLYPHANT.	Residenc Comstocks New York Brooklyn, Hyde Park Albany, N. New York New York Jersey City New York Whitehall, New York Plattsburg New York New York New York	N. Y. Y. oity. oity. r, N. J. oity. N. Y. oity. b. N. Y.
Title of company, New York General offices at New York Date of close of fiscal year, I Date of stockholders' annual	Brooklyn, Hyde Park Albany, N. New York New York Jersey City New York Whitehall, New York Plattsburg New York eity. December 31. Imeeting, third Tuesday in June, this report, address James C. Hartt, Treasu	

# NEW YORK AND CANADA.

# LESSEE

Income Account for Year I		•	
Gross earnings from operationLess operating expenses (excluding all taxe	s)		\$930,298 55 546,545 90
Gross income from all sources	• ••••••		\$383,752 65
Deduction from income, as follows, viz:			
Rentals Taxes on property used in operation of road	. <b></b>	<b>\$258,483</b> 12 <b>28,185</b> 10	
Taxes on earnings and capital stock		2,583 28	
Taxes other than above	•••••	822,80	290,024 30
Surplus for year ending September 30, 18	89	-	\$93,728 85
General Inco	me Account.		
Surplus for year ending September 30, 1889 Deficit up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •		998,728 85 90,019 82
Total surplus September 30, 1889			\$3,709 03
DETAILED STATEM	ENT OF RENTA	18.	
Interest on bonds of New York and Canada Interest on equipment of Delaware and Hud	Railroad Comp Ison Canal Com	anynpany	\$286,824 80 21,658 82
Total amount of rentals deducted from i	ncome	-	\$258,483 12
Analysis of Gross Earning: Earn	_	ing Expenses.	
DARN	LNOB.	<del>,</del>	
	Passenger.	Freight.	Total.
Freight, through			
Freight, local			
Passengers, through	************	\$615,892 78	\$615,892 78
Extra baggage	\$270,062 05 1,161 16		270,062 05 1,161 16
Mail	21,680 15		21,680 15
Express. _ Miscellaneous, as follows, viz.:	20,749 41		20,749 41
Rents		1	
Telegraph 546 00	236 25	516 75	753 00
Total gross earnings	\$313,889 02	\$616,409 58	\$980,298 55
OPERATING	Expenses.	· · · · · · · · · · · · · · · · · · ·	
Maintenance of way and structures:			
Repairs of track Steel rails laid, 53 tons; cost. \$1.285.75 Trop rails laid, 328 tons; cost. \$6.27.05	\$24,320 69	\$45,208 47	\$69,529 16
Iron rails laid, \$28 tons; cost, \$6,927.05 Repairs of roadbed Bepairs of bridges (including culverts and	4,369 78	7,918 00	12,287 78
cattle guard»)	4,032 14 8,085 81	7,376 54 5,505 81	11,408 68 8,591 12
Repairs of fences Other expenses for maintenance of way and	767 76	1,875 87	2,183 62
Other expenses for maintenance of way and structures	12,862 10	28,816 29	86,178 89
Total	\$49,427 77	\$90,700 98	\$140,128 75
Maintenance of equipment:	<u> </u>	· · · · · · · · · · · · · · · · · · ·	
Renairs of locomotives	\$7,704 81 9,621 94	\$14,053 92 28,901 68	\$21,758 28
Repairs of cars	9,621 94 828 55	28,901 68 1,482 95	88,523 62 2,306 50
Other expenses for maintenance of equipment	8,888 18	6,039 89	9,378 07
Total	\$21,487 98	\$50,478 44	\$71,966 42

# Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger	. Freight	•	Total.
Conducting transportation:				
Wages of conductors and men	\$11,784			849,098 42
Wages of engineers and firemen	16,844			47,231 49 109,228 26
Fuel for locomotives	38,875 2 2,916 (			9,401 39
Water supply	844			2.408 28
Other train supplies or expenses	2,482			5,723 14
Wages of station agents and clerks	5.844			20.252 54
Wages for labor at stations	1.586			11,408 58
	2,474			3.491 01
Station supplies	2,919 8	20,010	10	2,481 01
men	1,126	2,851	96	8,978 40
Other expenses for conducting transporta- tion	2,177	3,705	19	5,882 22
Total	\$86,406 1	\$181,698	30	\$268,098 64
General expenses:		<del></del>		
Salaries of general officers and clerks	84.945 8	7 89.755	39	\$14,700 76
General office expenses and supplies	943 1	1,757	68	2,701 39
stationery and printing	1,128	8 2,471	69	8,600 67
Stationery and printing Ontside agencies and advertising	5,935	6 5	61	5,940 87
Legal expenses	172 (	00 379	42	551 42
Legal expenses		1.082	32	1,082 32
Damage to cattle and property	47 (	6 100	00	147 46
Injuries to persons	98 9		01	305 00
Telegraph maintenance and operation	2,432 (	5,768	01	8,200 06
Mileage of cars of other companies (debit			- 1	
balance)	6.102 2	3 21,145	05	27,247 28
Insurance	665 (	0 1.085	00	1,750 00
Other general expenses	41 9	83	88	124 86
Total	\$22,512 8			\$66,352 09
Grand total operating expenses				8546,545 90

# Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	39,054 3,386,715 256,659 19,565,534	239,042 7,541,863 608,658 42,617,780	278,096 10,928,578 865,317 62,183,814
Passenger train mileage		•••••	190,127 356,285 7,998
Total train mileage			554,410

Item.	Earnin	gs.	Expenses.		Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried	\$318,889 ( 1 1 1 (	13 0287 65	\$179,833 366,712	65 0164 94	\$134,055 249,697	48 0123 71
Average per ton of freight per mile	17	00991 73	1	0059 03		00401 70

# NEW YORK AND CANADA.

### Traffic and Mileage Statistics - (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas-	Cents.	Cents.	Cents.
sengers, all classes  Average rate received per mile per ton for carry-	2.499	2.458	2.471
ing freight, all classes	.646	. 1.149	.99

### Description of Road and Equipment. Miles leased, all in N. Y. State.11 112.93 Main line from Lake station, Whitehall, to Rouse's Point, single track.... Branches or other roads, single track..... 87.01 149.94 28.15 26.14 Total sidings and turnouts ..... 176.08 Grand total of tracks, sidings and turnouts..... Laid with steel rail, main line. Laid with steel rail, branches or other roads. Laid with iron rail, main line Laid with iron rail, branches or other roads. 111.86 24.22 89.42

Average life of rails—steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 68 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 55 lbs.; gauge of track, 4 feet 8 % inches; ballasted with broken stone and gravel.

### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCE OF BOAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Lake George Railroad Whitehall and Plattsburgh Plattsburgh and Montreal	Fort Ticonderoga Plattsburgh West Chazy	Ausable	4.42 19.81 12.78	Leased. Leased. Leased.	58	4.42 19.23 12.78

Bridges.	ENTIRE LINE IN NEW YORK STATE.		
	Number.	Aggregate length.	
Iron bridges	84 11 14	Feet. 3,242 385 9,744	
Total	59	13,371	

### \*EQUIPMENT.

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars are equipped with Mark's automatic coupler.

About two-thirds of the switches are automatic safety, the others stub switches.

<sup>\*</sup>Included in the statement of equipment of the Rensselaer and Saratoga, lessee.

### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	. 144.20 \$1,446.611
Length of steel rails laid during year in repairs, miles  Length of iron rails laid during year in repairs, miles	.56
Railroads crossing road at grade	. 4
Railroad crossing road over or under grade. Highway crossings at grade without protection	. 100
Highway crossings at grade protected by gates or flagmen	
Overhead obstructions less than 20 feet above track	. 11

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by mineral seal oil, 300° test and ventilated by Creamer and Globe ventilators in transoms and elevated roofs.

The National Express Company runs over this line and pays for local freight one and one-half first class tariff rates; between New York and Rutland, Vt., and Rouse's Point, two-thirds first class; between competing points, first class; also 10 per cent of its

The Wagner Palace Car Company run cars over this road, and are paid three cents per mile for sleeping cars, and one cent per mile for drawing-room cars. The railroad company lubricates cars and cleans outside of same. No additional charge is made by the railroad company.

The company paid the Wagner Palace Car Company \$5,069.45 during the year.

Mails are transported for the compensation fixed by the Government.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	6.828	.8
Grain	18.241	2.1
Meats and provisions	5,245	.0
Live stock	4,743	.6
Lumber Pig and bar iron and steel	94,435	11
Pig and bar iron and steel	81,720	8.7
Iron and other ores	820,923	87.1
Coal and coke	245,654	28.4
Petroleum and other oils	2,413	3.
panies within this State from manufactories within this State	23,719	2.1
All other manufactures	24,859	2.9
All other merchandise	15,726	1.8
All other agricultural products	16,603	1.9
All other articles not included above	54,208	6.2
Total	865,317	100

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger	1 2	4	1 6 2
Total	3	6	9

### EMPLOYEES.

Average number of persons employed (including officials) during year...
Aggregate amount of salaries and wages paid them..... \$256,680 35

### Officers and Directors of the Company.

(See report of Albany and Susquehanns, lessee.)

For information concerning this report, address James C. Hartt, Treasurer Delaware and Hudson Canal Company, 21 Chambers street, New York city.

# NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation, November 1, 1869.)

For history of organization, see Reports of 1885 and 1886.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
authorized by law or charter and now outstanding	894,283	\$89,128,800

# FUNDED DEBT.

_		years.	INTEREST.		Amount	Amount	
Designation of Lien.	Date.	Term,	Rate.	When payable.	author- ized.	outstand- ing.	
First mortgage coupon } First mort registered } First mort registered } Debentures coupon } Debentures registered } Debentures registered * New York Central R. R Extended debt certificates	Jan. 1, 1873 Jan. 1, 1873 Sept. 1, 1884 Sept. 1, 1889 May 1, 1853	30 80 20 15 40	p.c. 7 6 5 5 5	Jan. & July Jan. & July Mar. & Sept. Mar. & Sept. May & Nov.	£2,000,000	\$8.255,000 00 21.745,000 00 9,733,333 33 { 7.494,000 00 2,506,000 00 1,000,000 00 6,450,000 00	
Total						\$57,183,333 33	

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast Bridges Superstructure (including ties and rails) Rails Land, land damages and fences. Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations. Engineering expenses Rochester and Lake Ontario Railroad Buffalo and Niagara Falls Railroad Lewiston Railroad Saratoga and Hudson River Railroad. Syracuse Junction Railroad Junction Railroad (Buffalo) Consolidated certificates, representing cost of road to this company	89,208 78 35,863 45 20,836 16 121,456 82	\$21,098,173 30 2,913,667 62 } 31,057,476 65 16,054,676 92 15,022,534 59 3,018,288 67 150,000 00 658,921 56 400,000 00 2,000,000 00 732,297 57 219,900 00 31,157,904 00
Total cost of road	\$346,487 36	\$124,483,740 18

<sup>\*</sup> Extended for 10 years from 1883.

# Cost of Road and Equipment — (Continued).

Equipment.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 80, 1889.
Locomotives Passenger cars, mail, baggage and express cars Freight and other cars. Barges, floats and tugs!		\$6,402,183 75 1,886,946 79 15,337,034 06 519,725 00
Total cost of equipment		\$24,145,889 62
Grand total cost of road and equipment	\$346,487 86	\$148,629,629 80
DETAILS OF ADDITIONS OR BETTERMENTS DU	RING THE YEAR	_
Land, land damages and fences:		
Land purchased at various points Less from sale of land at Utica	\$23,836 16 3,000 00	\$20,836 16
Grading and masonry:		420,000 10
Grading and masonry, Mott Haven yardGrading, Karners' yard	\$117,039 48 12,082 67	
Superstructure:		129,122 15
Laying tracks, Mott Haven yardLaying tracks, Karners' yard	\$31,827 56	1
Passenger and freight stations, etc.:		75,072 23
Various buildings, Mott Haven yard		
•		\$346,487 36
Income Account for Year Ending Septe:	mber 30, 1989.	
	-	
<u> </u>	****************	\$33,125,568 72 22,406,031 16
Gross earnings from operationLess operating expenses (excluding all taxes)	****************	\$33,125,568 72 22,406,031 16
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents	\$1,858,945 60	\$33,125,568 72 22,406,031 16 \$10,719,537 56
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents Telegraph	\$1,858,945 60 7,833,78	\$38,125,568 72 22,406,031 16 \$10,719,537 56
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents Telegraph.	\$1,858,945 60 7,833 78 545,609 56 360,181 99	\$38,125,568 72 22,406,031 16 \$10,719,537 56
Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents		\$38,125,568 72 22,406,031 16 \$10,719,537 56
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents.  Telegraph Interest. Use of road, New York, New Haven and Hartford Railroad.		\$38,125,568 72 22,406,031 16 \$10,719,537 56 2,570,667 50
Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents	\$1,358,945 60 7,833 73 545,509 56 360,181 99 298,187 62 \$3,612,749 21 4,045,742 55 1,304,512 50	\$38,125,568 72 22,406,031 16 \$10,719,537 56 2,570,667 50 \$13,290,205 06
Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.: Rents Telegraph Interest. Use of road, New York, New Haven and Hartford Railroad. Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals Taxes on property. Taxes on earnings and capital stock	\$1,358,945 60 7,833,78 545,509 56 360,181 99 298,187 62 \$3,612,749 21 4,046,742 55 1,304,512 50 208,559 06	\$38,125,568 72 22,406,031 16 \$10,719,537 56 2,570,667 50 \$13,290,205 06
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents Telegraph Interest. Use of road, New York, New Haven and Hartford Railroad.  Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued.  Rentals Taxes on property.	\$1,358,945 60 7,833,78 545,509 56 360,181 99 298,187 62 \$3,612,749 21 4,046,742 55 1,304,512 50 208,559 06	\$33,125,568 72 22,406,031 16 \$10,719,537 56 2,670,667 50 \$13,290,205 06
Gross earnings from operation.  Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:  Rents.  Telegraph Interest.  Use of road, New York, New Haven and Hartford Railroad.  Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued.  Rentals.  Taxes on property.  Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.:	\$1,358,945 60 7,833,78 545,509 56 360,181 99 298,187 62  \$3,612,749 21 4,046,742 55 1,304,512 50 208,559 06	\$33,125,568 72 22,405,031 16 \$10,719,537 56 2,670,667 50 \$13,290,205 06 9,172,573 82 \$4,117,631 74
Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.: Rents. Telegraph Interest. Use of road, New York, New Haven and Hartford Railroad. Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.: Interest on funded debt due and accrued. Rentals Taxes on property. Taxes on earnings and capital stock.  Net income from all sources.	\$1,358,945 60 7,833 78 545,509 56 360,181 99 298,187 62 \$3,612,749 21 4,045,742 55 1,304,512 50 208,569 06	\$33,125,569 72 22,406,031 16 \$10,719,537 56 2,570,667 50 \$13,290,205 06

<sup>\*</sup> January 15, 1889, 1 per cent; April 15, 1889, 1 per cent; July 15, 1889, 1 per cent; October 15, 1889, 1 per cent; January 15, 1890,  $\frac{1}{2}$  per cent.

# NEW YORK CENTRAL AND HUDSON RIVER.

## General Income Account.

Surplus for year ending September 30, 1889 Surplus up to September 30, 1888. Bebate on New York State tax on earnings for 1884, in part		\$93,358 24 12,794,219 78 48,716 94
Total surplus December 31, 1889	••••••	\$12,936,294 91
DETAILED STATEMENT OF RENTALS.		
New York and Harlem Railroad: Twelve months' interest at 7 per cent on \$12,000,000 consolidated mortgage bonds. Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds Dividend of 8 per cent on 200,000 shares of stock (\$50 per share), viz:	\$840,000 00 300 00	
One year on 194,000 shares	704 000 00	
Spuyten Duyvil and Port Morris Railroad: Dividend of 8 per cent on 9,890 shares of stock State tax on capital stock		<b>V</b>
Niagara Bridge and Canandaigua Raib'oad: State tax on capital stock	\$19,250 00	1,500 00
Dunkirk, Allegheny Valley and Pittsburgh Railroad: Twelve months' interest at 7 per cent on \$1,600,000 Dunkirk, Warren and Pittsburgh R. R. bonds. Twelve months' interest at 7 per cent on \$1,800,000 Warren and Venango R. R. bonds. One and one-half per cent on 12,000 shares of stock. Organization expenses.	\$112,000 00 91,000 00 19,500 00	<b></b>
West Shore Railroad: Twelve months' interest at 4 per cent on \$50,000,000 bonds State tax on capital stock	\$2,000,000 00 14 85	
New Jersey Junction Raibroad: Twelve months' interest at 4 per cent on \$1,650,000 bonds Eight months' interest at 4 per cent on \$50,000 bonds Five months' six days interest at 4 per cent on \$50,000 bond and mortgage.	\$66,000 00 1,833 33	2,000,011 00
Total amount of rentals deducted from income		\$4,045,742 55

# Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

		Passenger.	Freight.	Total.
	046,005 31 073,774 87			
	918,581 84 803,990 16		\$20,119,780 18	\$20,119,780 18
Mail.  Express.  Miscellaneous, as follows, viz.:		\$10,722,572 00 1,170,152 39 890,733 84		10,722,572 00 1,170,152 39 890,733 84
	\$80,489 53 11,116 76 14,813 04	•		
Weehawken ferry	106,910 98 9,000 00	<b>222,330 81</b>		222,830 81
Total gross earnings	••••••	\$13,005,788 54	\$20,119,780 18	\$33,125,568 72

# Amalysis of Gross Earnings and Operating Expenses—(Continued). OPERATING EXPENSES.

	expenses.		
	Passenger.	Freight.	Total.
Maintenance of way and structures: Repairs of track New steel rails laid, 15,588 tons; cost, \$138,636 60.	\$921,755 48	\$1,173,143 84	\$2,094,898 82
New iron rails laid. 381 tons; cost, \$11,471.20. Repairs of roadbed	199,379 43	253,755 64	453,135 07
cattle-guards). Repairs of stations, shops, docks, etc	146,085 59	185,927 11	832,012 70
Repairs of stations, shops, docks, etc	269,991 42 49,221 72	338,056 19 62,645 82	608,047 61 111,867 54
Repairs of fencesOther expenses for maintenance of way and	49,221 12	02,050 62	111,001 04
structures	68,309 03	86,938 76	155,247 79
Total	\$1,654,742 67	\$2,100,466 86	\$3,755,209 53
_ Maintenance of equipment:		<del>'</del>	
Repairs of locomotives	\$478,521 15	\$908,672 01	\$1,382,193 16
Repairs of cars	1,096,704 52	1,095,957 10	2,192,661 62
Repairs of cars. Repairs of machinery and tools Other expenses for maintenance of equip-	56,439 89	71,832 60	128,272 49
ment	177,620 67	226,062 66	403,688 33
Total	\$1,804,286 23	\$2,302,524 37	\$4,106,810 60
Con decades a horas as and all as a			
Conducting transportation: Wages of conductors and men	\$505,491.85	\$933,680 85	\$1,439,172 70
wages of engineers and firemen	660,582 07	1,498,253 64	2,158,835 71
Fuel for locomotives	767,570 06	1,285,482 64	2,053,052 70
Oil and waste Water supply	94,844 25 59,692 08	120,710 86 75,971 73	215,555 11 135,663 81
Other train supplies or expenses	35,539 55	70,979 56	106,519 11
Wages of station agents and clerks	197,146 75	578,830 91	775,997 66
Wages for labor at stations	308,080 12	1,626,040 87	1,934,120 99
Station supplies	31,241 33 284,819 60	61,243 26 567,513 92	92,484 59 852,333 52
Other expenses for conducting transporta-	•	·	,
tion	371,101 28	1,615,125 94	1,986,227 22
Total	\$3,316,108 94	\$8,483,854 18	\$11,749,963 12
General expenses:			<del>_</del>
Salaries of general officers and clerks	\$246,978 37	\$374,943 50	\$621,921 87
General office expenses and supplies	10,158 95 61,744 29	12,929 57 79,576 99	23,088 52 141,321 28
Stationery and printingOutside agencies and advertising	250,833 53	620,457 88	871,291 41
Outside agencies and advertising Legal expenses	40,375 80	51,387 88	91,763 18
Loss and damage of freight and baggage	10,756 02	85,393 91	96,149 98
Damage to cattle and property	7,470 64	9,252 81	16,723 45
Injuries to persons Telegraph maintenance and operation	121,613 87 101,449 61	42,168 19 130,399 16	163,782 06 231,848 77
Mileage of cars of other companies (debit	101,228 01	100,000 10	201,050 11
balance)	*9,896 45	351,141 24	341,244 79
Other general expenses	85,761 57	109,151 08	194,912 65
Total	\$927,246 20	\$1,866,801 71	\$2,794,047 91
Grand total operating expenses	\$7,702,884 04	\$14,703,647 12	\$22,406,081 16

## General Balance Sheet September 30, 1889.

NEW YORK CENTRAL	AND HUD	son River.	375
General Balance Sheet Sept	ember 30. 1	189 — (Continue	en .
Ourrent assets, as follows, viz.:	.011.001.00, 1	· (CONTINUO	47.
Cash on hand		\$1,900,769 5	4
Cash in transit		321,808 6	D
Materials and supplies		2,051,771 5	1
			- \$7,780,178 71
			\$167,923,074 84
Liabii	ITIES.		
Capital stock			
			. 01,100,000 00
Current liabilities, as follows, viz.:  Interest on funded debt, accrued		\$851,208 8	4
Ront of loaged lines		1.151.088 3	3 ·
Dividends unclaimed Audited vouchers and pay-rolls Bonds and mortgages on real estate	• • • • • • • • • • • • • • • • • • • •	29,272 9 2,823,112 7	, 3
Bonds and mortgages on real estate	•• • • • • • • • • • • • • • • • • • •	557,000 0	)
Part due bonds	•••••	11,255 0	
Part due bonds Interest unclaimed Dividends payable October 15, 1889	••••	15,004 4 894,283 0	<u>.</u>
Dividends pavable January 15, 1890		447.141 D	õ
Due other roads, etc		1,303,201 0	
Harlem construction account	• • • • • • • • • • • • • • •	292,579 2	8.375.146 60
Profit and loss (surplus)	,		12,936,294 91
			\$167,923,074 84
Traffic and Mil	enge Statis	ties.	
ITEM.	Through.	Local.	Total.
Number of nessangers carried	744,58	17,440,463	18,185,047
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried	154,897,28	409,395,806	564,292,588
Number of tons of freight carried	10,827,86		15,011,541
Number of tons of freight carried one mile.	2,196,558,07	561,040,605	2,757,598,680
Passenger train mileage	·		0 575 014
Freight train mileage			
		.	9,575,014 12,283,100
All other train mileage			
Total train mileage			12,283,100
			12,283,100 10,402,740
			12,283,100 10,402,740
		Expenses.	12,283,100 10,402,740
Total train mileage			12,283,100 10,402,740 82,260,854
ITEM.  Passenger earnings and expenses (including mail, express and miscellaneous earnings).	Earnings.	Expenses.	12,283,100 10,402,740 82,260,854 Profit.
Total train mileage  ITEM.  Passenger earnings and expenses (including mail. express and miscellaneous earnings).  Average per passenger carried.	Earnings. \$13,005,788 54	Expenses.	12,283,100 10,402,740 82,260,854 Profit.
Total train mileage  ITEM.  Passenger earnings and expenses (including mail. express and miscellaneous earnings).  Average per passenger carried.	Earnings. \$13,005,788 54	Expenses.	12,283,100 10,402,740 82,260,854 Profit.
Total train mileage	Earnings. \$13,005,788 54 72 02: 1 36	Expenses.  \$7,702,384 04 42 0136 80	12,283,100 10,402,740 82,260,854  Profit.  \$5,303,404 50 30 0094 56
ITEM.  Passenger earnings and expenses (including mail. express and miscellaneous earnings).  Average per passenger carried	Earnings. \$13,005,788 54 72 02: 1 36 20,119,780 18	Expenses.  \$7,702,384 04 4230 00 14,703,647 12	12,283,100 10,402,740 82,260,854  Profit.  \$5,308,404 50 30 0094 56 5,416,133 06
ITEM.  Passenger earnings and expenses (including mail. express and miscellaneous earnings).  Average per passenger carried	Earnings. \$13,005,788 54 72 02: 1 36 20,119,780 18	Expenses.  \$7,702,384 04 42 0136 80 14,708,647 12 979	12,283,100 10,402,740 82,260,854  Profit.  \$5,303,404 50 30 0094 5,416,133 06 5,416,133 06
Total train mileage	Earnings. \$13,005,788 54 72 02: 1 36 20,119,780 18 1 34 00'	Expenses.  \$7,702,384 04 42 0136 80 14,708,647 12 979	12,283,100 10,402,740 82,260,854  Profit.  \$5,303,404 50 30 0094 5,416,133 06 5,416,133 06

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first-class	Cents.	Cents.	Cents.
Average rate received per mile for carrying pas- sengers, second-class.	1.56	1.47	1.56
sengers, all classes	1.88	1.91	1.90
sengers, all classes.  Average rate received per mile per ton for carrying freight, all classes	0.64	1.08	0.78

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Description of Road and Equipment.

	ite.	MILES :	LEASED.	TOTAL MILES.	
TRACK.	Miles owned, all in N. Y. State.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from New York to Buffalo, single track	441.75 290.12	632.73 82.50	655.93 32.84	1,074.48 322.62	1,097.68 322.96
Total single track	731.87	665.23	688.77	1,897.10	1,420.64
Second track on main line Second track on branches or other roads.	441.75 78.27	344.52	367.87	786.27 78.27	809.62 78.27
Total second track	520.02	844.52	367.87	864.54	887.89
Third track on main line	305.32 286.64	8.09	8.09 3.08 8.09	313.41 294.73	813.41 3.08 294.73
Total third and fourth tracks	591.96	16.18	19.26	608.14	611.22
Sidings and turnouts on main line	633.29	198.07	242.12	831.86	875.41
Grand total of tracks, sidings and turn- outs		1,224.00	1,318.02	3,701.14	3,795.16
Laid with steel rail, main lineLaid with steel rail, branches or other	•••••				2,018.47
roads.  Laid with iron rail, branches or other roads.					1,632.84 118.85

<sup>!</sup> Weight of rails per yard—steel, maximum, 30 lbs., minimum, 55 lbs.; gauge of track, 4 feet 8% inches; ballasted with crushed stone and gravel.

# DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased.
Troy and Schenectady branch Auburn branch Attica branch Nisgara Falls branch Lockport branch Charlotte branch Lewiston branch Buffalo branch Geneva and Lyons Railroad Syracuse Junction Railroad Toy and Greenbush Railroad Toy and Greenbush Railroad Toy and Greenbush Hailroad Toy and Greenbush Hailroad West Shore Railroad West Shore Railroad New Jork and Harlem Railroad Harsimus branch New York and Mahopac Railroad Athens branch Faller's branch Albany branch Buffalo Creek Railroad	Harlem Junction Coxsackie Puller's Coeymans Junction Buffalo	Jersey City Pennsylvania R. R. Lake Mahopso Port Morris Athens Athens Junction D. & H. C. Co.'s R.R.	87.58 126.96 406.15  7.09 1.85 6.16 5.07 11.04	21.00 104.00 11.00 74.75 12.25 6.82 7.67 14,00 8.28 6.04 87.58 126.96 4.25.00 4.35 6.16 5.10 7.09	Owned. Owned. Owned. Owned. Owned. Owned. Owned. Owned. Owned. Owned. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased. Leased.
Total	•••••		955.35	978.89	•••••••

# NEW YORK CENTRAL AND HUDSON RIVER.

## Description of Road and Equipment - (Continued).

	IN N	IN NEW YORK STATE.			ENTIRE LINE.		
Bridges,	Num	ber.	Agg	regate ngth.	Numbe	r. Agg	regate ngth.
Iron bridges		890 258 279		Feet. 95,160 19,086 54,898	20	04 52 89	Feet. 96,470 19,849 57,583
Total	1	,427		169,144	1,4	58	173,352
EQUIPMENT.	No. owned.	Average cost	of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers	47 75 2 795 919	5	,600 ,073 ,937 ,941	202,700 169,100 52,000 174,300		55 2 423 484	

26,000 25,000 20,000 28,707 100 2,160 4,419 8,303 15 15 15 449 366 500 19,000 8,500 353 9,000 15 440 ..... 665 16,000 256 15 ..... Service cars..... 130 711 15,000 15 84,055 8,500

715

132 250

1,097

\$5,000

2,500 2,358 50,000 40,000 87,000

20 20

132

250

1,097

132

250

1.097

Westinghouse air brake and Miller, Janney, Ames, Dowling and Gould couplers are used on cars.

Split rail switches and spring rail frogs are used on road.

### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of new steel rails laid during year in repairs, miles Length of iron rails laid during year in repairs, miles Railroads crossing at grade Highway crossings over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstructions less than twenty feet above track	4.3 49 59 983 401 293	142.9 4.3 52 65 936 407 304 311

Passenger cars are heated principally by steam from locomotives, lighted by gas and oil and ventilated by end and side ventilators.

The American Express Company and the National Express Company now run over this line; the terms, conditions and rates vary with the speed and accommodations furnished.

First-class passenger cars...

Total .....

The cars of the Wagner Palace Car Company run over this road. The railroad company provides fuel, light, ice and lubricating oil, replaces broken glass in windows, doors and ventilators, and keeps outside of cars clean. The Palace Car Company sells its own tickets at its established rates.

The so-called Red, White, Blue, Canada Southern, Nickel Plate, Midland, Merchants' Despatch, Milwaukee and Michigan, West Shore, Hoosac Tunnel, and West Shore and Boston lines, and the Southwestern Despatch, twelve in all. Cars so lettered are simply set apart to run to certain points in common with cars set apart by other railroad companies, the ownership of the cars remaining specific in each railroad company, with the exception of the Merchants' Despatch, which is a stock company and owns its own cars, and receives a commission on the business it contributes, which varies according to circumstances. The stock is owned chiefly by the railroad companies over whose lines it runs. As to repairs, cars in all the lines, except the Merchants' Despatch, are treated by owners the same as any other cars, and the Merchants' Despatch pays the railroad companies for the repair of its cars.

The malls are carried at certain rates per mile per annum, based on weights taken usually once in four years.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	658,629	4
Grain	1,702,976	11
Meats and provisions	543,069	4
Live Stock	706,063	5
Lumber Pig and bar iron and steei	1,390,607 402,210	
Iron or other ores	226.316	3
Coal and coke	3.853.606	26
Petroleum and other oils	216,073	1
Shipments of manufactured goods received by railroad compa- nies within this State from manufactories within this State		
and other manufactures	969,360	6
All other merchandise	1,532,888	10
All other agricultural products	1,336,320	. 9
All other articles not included above	1,473,424	10
Total	15,011,541	100

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers Employees Others	78 280 128	10 50 178	88 330 306
Total		238	794

## EMPLOYEES.

Average number of persons employed (including officials) during year...

Average amount of salaries and wages paid them...... 20.944 ...... \$12,790.548 27

### Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT	Chairman of Board	Gr'd Cent. Depot. N. Y. city.
CHAUNCEY M. DEPEW	President	Gr'd Cent. Depot. N. Y. city.
CHARLES C. CLARKE		
HORACE J. HAYDEN		
EDWIN D. WORCESTER		
EDWARD V. W. ROSSITER	Treasurer	Grd Cent. Denot. N. V. city

### Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN SAMUEL F. BARGER	New Lork City.
SAMUEL F. BARGER	New lork city.

# NEW YORK CENTRAL AND HUDSON RIVER.

Name.	Residence.
J. PIERPONT MORGAN	New York city.
CYRUS W. FIELD	New York city.
WILLIAM BLISS	Boston, Mass.
EBASTUS CORNING	Albany, N. Y.
GEORGE C. BUELL	. Rochester, N. 1.
SHERMAN S. JEWETT	. Bunuo, N. 1.

Title of company, New York Central and Hudson River Railroad Company. Address, Grand Central Depot, New York city.
Date of close of fiscal year. September 30.
Date of stockholders' annual meeting, third Wednesday in April.
For information concerning this report, address John Carstensen, Comptroller.

# NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE.

(Date of charter, September 1, 1884.)

For history of organization, see Report of 1885.

### Capital Stock.

	сом	Cash realiz		
. •	No. of shares.	Par value.	on amount outstanding.	
Authorized by law or charter Issued on account of construction and now	1,000	\$10,000		
outstanding	200		\$2,000	

## Cost of Road and Equipment.

· Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast		\$2,000 00
Locomotives	<b>*\$</b> 2,500 00	8,000 00
Grand total cost of road and equipment	*\$2,500 00	\$5,000 00

Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$2,865 80- 2,603 27
Net earnings from operation	\$262 53
Deductions from income, as follows, viz.: Taxes on property used in operation of road	84 27
Surplus for year ending September 30, 1889.	\$228 82

<sup>\*</sup> Decrease.-R. R. Commissioners.

NEPORT OF THE HAILBOAD COMMISSIONERS.		
Analysis of Gross Earnings and Operating Expenses EARNINGS.		
Freight, local Contract with Fort Orange Paper Company		\$585 80 2,280 00
Total gross earnings		2,865 80
Operating Expenses.  Maintenance of way and structures  Maintenance of equipment		\$257 49 496 21
Conducting transportation: Wages of engineers and firemen. Fuel for locomotives Oil and waste.	•	1,379 52 451 05 15 00
Total	\$	1,845 57
General office expenses and supplies		\$5 00
Grand total operating expenses	\$	2.603 27
General Balance Sheet September 30, 1889. Assets.		
Cost of road		2,000 00 8,000 00
Olher permanent investments, as follows, viz.: Capital stock subscribed but not paid in		8,000 00
Current assets, as follows, viz.: Open accounts	•	228 32
	\$13	3,228 32
Capital stock		0,000 00
Open accounts Profit and loss (surplus)	, i	8,000 00 228 32
	\$13	3,228 32
Description of Road and Equipment.  F TRACK.	eet own	ed, all
Main line from Castleton to Fort Orange Paper Co.'s Mill, Schodack		3,168
No. owned. No. leased. Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4-drivers 1 \$3,000 First-class passenger car 1	67,900	
Miscellaneous Statistics. ITEM.	Entire N. Y.	line in State.
Highway crossing at grade without protection		1
Car is heated by steam from locomotive and lighted by kerosene lamps.	•	
Officers of the Company.		
Name.         Title.         Officing           C. C. Woolworth.         President.         Cast           S. C. McKown.         Vice-President.         Cast           C. C. Woolworth, Jr.         Secretary.         Cast           J. S. Graham.         Treasurer.         Cast           Wells Stoddard.         Gen'l Manager, Fr'ght and Ticket Agent. Cast	al Addro leton, N leton, N leton, N leton, N	. Y. . Y. . Y. . Y. . Y.

Directors of the Company.	
Name.	. Residence.
C. C. Woolworth	Albany, N. Y.
John S. Graham	New York city.
Frank D. King	New York city.
Samurl B. Woolworth	New York city.
C. C. Woolworth, Jr	Albany, N. Y.
WILLIAM H. BUNCE	Jersey City, N. J.
CARBOL TILTON	New York city.
HENRY E. JONES	New York city.
J. Henry Finch	New York city.
John C. Whiteford	Chicago, Ill.
O. M. Bird	Castleton, N. Y.
S. C. McKown	Castleton, N. Y.
G. P. JENES	Castleton, N. Y.

Title of company, New York Central, Hudson River and Fort Orange Railroad Co. General offices at Castleton, N. Y. Date of close of fiscal year, January 1. For information concerning this report, address Calvin C. Woolworth, President.

# NEW YORK CENTRAL NIAGARA RIVER.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILBOAD.

(Date of charter, March 26, 1877.)

### Capital Stock.

	Capital Stock.		
		сома	ion.
		No. of shares.	Par value.
Authorized by law or chart Issued on account of const	er ruction and now outstanding	1,500 281	\$150,000 28,100
Number of stockholders			25
	Cost of Road.	T	otal cost up to Sept. 80, 1889.
Land, land damages and fe	ast ties and rails). onces.		5,620 00
Total cost of road			\$28,100 00
	Officers of the Company.	·	
Name.	Title.	Offic	rial Address.
James Tillinghast W. H. Geimes	President	Bu Bu	ffalo, N. Y. ffalo, N. Y.
	Directors of the Company,		
Name.		Res	ridence.
C. VANDERBILT. S. F. BARGER C. M. DEPEW E. D. WORCESTER W. H. GRIMES J. W. TILLINGHAST		New New New Buff	York city. York city. York city. York city. Alo, N. Y. alo, N. Y.
C. W. POLLARD	· · · · · · · · · · · · · · · · · · ·	Alba	ny, N. Y.

Title of company, New York Central Niagara River Railroad Company. General offices at Buffalo, N. Y. For information concerning this report, address James Tillinghast, President.

# NEW YORK, CHICAGO AND ST. LOUIS.

(Date of consolidation, September 27, 1887.)

For history of organization, see Report of 1888.

## Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COMMON.		COMMON.		· PREF	RRED.
	No. of shares.	Par value.	No. of shares.	Par value.		
Authorized by law or charter.	140,000	\$14,000,000	{ *50,000 †110,000	\$5,000,000 11,000,000		
Issued for reorganization and total now outstanding	140,000	14,000 000	160,000	16,000,000		

\$30,000,000 1,276 

## FUNDED DEBT.

		years.		INTEREST.	Amount	Amount
DESIGNATION OF LIEN.	Date.	Term, y	Rate.	When payable.	author- ized.	outstand- ing.
‡First mortgage bonds	Oct. 1, 1887	50	p.c.	Apr. 1 and Oct. 1	\$20,000,000	\$19,890,000

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 80, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Land damages Passenger and freight stations. Cost of road October 1, 1887, the date this company acquired its property.	\$3,611 85 45,960 45 \$386,207 31	\$4,078 88 45,960 45 46,149,824 69
Total cost of road	<b>\$\$336,635</b> 01	\$46,196,767 27
EQUIPMENT. Locomotives Freight and other cars Cost of equipment October 1, 1887, the date this company acquired its property.	6\$150 00	\$28,323 00 144,480 50 3,443,968 00
Total cost of equipment.	<b>\$\$</b> 150 00	\$3,616,721 50
Grand total cost of road and equipment	<b>6\$336</b> ,785 01	\$49,813,488 77

<sup>\*</sup>First preferred.
†Second preferred.
‡All of the bonds were issued to the purchasing committee under the reorganization scheme.

\$Credite.

Income Account for Year i	Ending Sept	ember 30, 1889	١.
Gross earnings from operationLess operating expenses (excluding all taxe	-	•	
Net earnings from operation		***************************************	\$1,108,958 54
Interest on deposits			4,053 56
Gross income from all sources  Deductions from income, as follows, viz.:	••••••••	•	\$1,113,012 10
Interest on funded debt due and accrued		\$789,840 00 68,279 56	
Rentals	d	120,802 79	978,922 85
Surplus for year ending September 30, 1	889	••••••	\$134.089 75
General Inco	me Account.	•	
Surplus for year ending September 30, 1889.		\$134,089 75 108,121 77	
Surplus up to September 30, 1888	ortgage bond	is	
year for which this report was made	·····	21,760 00	\$263,971 52
Deduct discount on first mortgage bonds so Contribution to sinking fund	ld	\$21,025 00 100,000 00	•
			121,025 00
Total surplus September 30, 1889	• • • • • • • • • • • • • • • • • • • •	•••••••	\$142,946 52
DETAILED STATES			A44 AFA 44
Rental of terminal facilities			***************************************
Analysis of Gross Earning	_	ting Expenses.	•
EAR	ITNICIA.		
	Passenger.	Freight.	Total.
Freight, through \$3,375,884 78 Freight, local 1,138,490 61	Passenger.		
Freight, through	Passenger.	Freight.	\$4,514,375 39
Freight, through       \$3,375,834       78         Freight, local       1,138,490       61         Passengers, through       \$92,244       04         Passengers, local       258,387       51         Mail       33,875,834       78	Passenger.  \$350,631 55 25,407 13		\$4,514,375 39 \$50,631 55 25,407 13
Freight, through       \$3,375,884 78         Freight, local       1,138,490 61         Passengers, through       \$92,244 04         Passengers, local       258,387 51	Passenger.	\$4,514,375 39	\$4,514,375 39 \$50,631 55
Freight, through       \$3,375,834       78         Freight, local       1,138,490       61         Passengers, through       \$92,244       04         Passengers, local       258,387       51         Mail       33,875,834       78	Passenger.  \$350,631 55 25,407 13	94,514,375 39	\$4,514,375 39 \$50,631 55 25,407 13 12,616 89
Freight, through       \$3,375,884 78         Freight, local       1,138,490 61         Passengers, through       \$92,244 04         Passengers, local       258,387 51         Mail       Express         Miscellaneous	\$350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18	\$4,514,375 39 	\$4,514,375 39 \$50,631 55 25,407 13 12,616 89 5,884 07
Freight, through	\$350,631 55 22,407 13 12,616 89 1,724 61 \$390,380 18	\$4,514,375 39 4,159 46 4,518,534 85	\$4,514,375 39 \$50,631 55 25,407 13 12,616 89 5,884 07 4,908,915 03
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51 Mail Express Miscellaneous.  Total gross earnings  OPERATING Maintenance of way and structures: Repairs of track Steel rails laid.	\$350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  EXPENSES.  \$50,589 30 3,644 65	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84	\$4,514,375 39 \$50,631 55 25,497 13 12,616 89 5,884 07 4,908,915 03 \$451,243 78 \$2,541 49
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51 Mail Express Miscellaneous.  Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of track. Steel rails laid. Iron rails laid. Iron rails laid. Repairs of bridges (including culverts and	\$350,831 55 25,407 13 12,616 89 1,724 61 \$390,380 18  EXPENSES. \$50,589 30 3,644 65 60 62	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84 480 65	\$4,514,375 39  \$50,691 55 25,497 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51 Mail Express Miscellaneous.  Total gross earnings.  OPERATING Maintenance of way and structures: Repairs of track Steel rails laid Iron rails laid Iron rails laid Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc.	\$350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  Expenses. \$50,589 30 3,644 65 60 62 15,451 67 7,750 87	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84 480 66 122,507 91	\$4,514,375 39  \$50,691 55 25,497 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51 Mail Express Miscellaneous.  Total gross earnings.  OPERATING Maintenance of way and structures: Repairs of track Steel rails laid Iron rails laid Iron rails laid Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc.	\$350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  Expenses. \$50,589 30 3,644 65 60 62 15,451 67 7,750 87	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84 480 65	\$4,514,375 39 \$50,631 55 25,497 13 12,616 89 5,884 07 4,908,915 03 \$451,243 78 \$2,541 49
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51 Mail Express Miscellaneous.  Total gross earnings.  Operating Maintenance of way and structures: Repairs of track Steel rails laid. Iron rails laid. Repairs of bridges (including culverts and cattle-guards)	\$350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  Expenses. \$50,589 30 3,644 65 60 62 15,451 67 7,750 87	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84 480 65 122,507 91 37,986 83	\$4,514,375 39  \$50,631 55 25,407 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 32,541 49 541 27  137,959 36 45,737 70
Freight, through \$3,375,884 78 Freight, local 1,138,490 61  Passengers, through \$92,244 04 Passengers, local 258,387 51  Mail Express Miscellaneous.  Total gross earnings.  Operating  Maintenance of way and structures: Repairs of track Steel rails laid. Iron rails laid. Repairs of bridges (including culverts and cattle-guards). Repairs of stations, shops, docks, etc. Repairs of fences Other expenses for maintenance of way	### Passenger.  ###################################	\$4,514,375 39 4,159 46 4,518,534 85 \$400,704 48 28,896 84 480 65 122,507 91 37,986 83 5,715 02	\$4,514,375 39  \$50,631 55 25,407 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27 137,959 36 45,737 70 6,436 83
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51  Mail Express Miscellaneous.  Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of track Steel rails laid Iron rails laid Iron rails laid Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc. Repairs of fences Other expenses for maintenance of way and structures  Total  Maintenance of equipment: Repairs of locomotives	#350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  EXPENSES.  \$50,589 30 3,644 65 60 62 15,451 45 7,750 87 720 81 4,228 75 \$82,396 45	\$4,514,375 39  4,159 46  4,518,534 85  \$400,704 48 28,896 84 480 65  122,507 91 37,986 83 5,715 02 33,527 96 \$629,819 69	\$4,514,375 39  \$50,631 55 25,407 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27  137,959 36 45,737 70 6,435 83 37,756 71
Freight, through \$3,375,884 78 Freight, local 1,138,490 61 Passengers, through \$92,244 04 Passengers, local 258,387 51  Mail Express Miscellaneous.  Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of track Steel rails laid Iron rails laid Iron rails laid Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc. Repairs of fences Other expenses for maintenance of way and structures  Total  Maintenance of equipment: Repairs of locomotives	#350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  EXPENSES.  \$50,589 30 3,644 65 60 62 15,451 45 7,750 87 720 81 4,228 75 \$82,396 45	\$4,514,375 39  4,159 46  4,159 46  4,518,534 85  \$400,704 48 28,896 84 480 65  122,507 91 37,986 83 5,715 02 83,527 96  \$629,819 69	\$4,514,375 39  \$50,631 55 25,407 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 641 27  137,959 36 45,737 70 6,436 83 37,756 71  \$712,216 14
Freight, through \$3,375,884 78 Freight, local 1,138,490 61  Passengers, through \$92,244 04 Passengers, local 258,387 51  Mail Express Miscellaneous.  Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of track Steel rails laid. Iron rails laid. Repairs of bridges (including culverts and cattle-guards) Repairs of stations, shops, docks, etc. Repairs of fences. Other expenses for maintenance of way and structures  Total  Maintenance of equipment: Repairs of locomotives. Repairs of locomotives. Repairs of cars Repairs of machinery and tools. Other expenses for maintenance of equip-	#350,631 55 25,407 13 12,616 89 1,724 61 #390,380 18  EXPENSES.  \$50,589 30 3,644 65 60 62 15,451 45 7,750 81 4,228 75 \$82,396 45	\$4,514,375 39  4,159 46  4,159 46  4,518,534 85  \$400,704 48 28,895 84 480 66  122,507 91 87,986 83 5,715 02 83,527 96 \$629,819 69  \$150,301 85 281,872 56 21,800 87	\$4,514,375 39  \$50,631 55 25,407 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27 137,959 36 457,577 70 6,435 83 37,756 71 \$712,216 14
Freight, through \$3,375,884 78 Freight, local 1,138,490 61  Passengers, through \$92,244 04 Passengers, local 258,387 51  Mail Express Miscellaneous.  Total gross earnings.  OPERATING  Maintenance of way and structures: Repairs of track Steel rails laid 1200 1200 1200 1200 1200 1200 1200 120	#350,631 55 25,407 13 12,616 89 1,724 61 \$390,380 18  EXPENSES.  \$50,589 30 3,644 65 60 62 15,451 45 7,750 87 720 81 4,228 75 \$82,396 45	\$4,514,375 39  4,159 46  4,159 46  4,518,534 85  \$400,704 48 28,896 84 480 65  122,507 91 37,986 83 5,715 02 83,527 96  \$629,819 69	\$4,514,375 39  \$50,631 55 25,497 13 12,616 89 5,884 07  4,908,915 03  \$451,243 78 \$2,541 49 541 27  137,959 36 45,737 70 6,436 83 37,756 71  \$712,216 14

# Analysis of Gross Earnings and Operating Expenses -- (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	\$22,820 10	\$233,886 15	\$256,706 25
Wages of engineers and firemen	83,715 77	277,551 04	311,266 81
Fuel for locomotives	22,487 82	365,110 58	387,598 40
Oil and waste	2,119 54	34,692 10	86,811 64
Water supply	4,248 67	83,685 91	87,934 58
Other train supplies or expenses	7,031 42	14,722 10	21,758 52
Wages of station agents and clerks	36,450 65	190,852 78	227,303 43
Wages for labor at stations	4,549 40	230,094 46	234,643 86
Station supplies	2,736 51	11,948 90	14,685 41
menOther expenses for conducting transporta-	10,809 16	199,809 86	210,619 02
tion	8,998 42	122,053 27	181,051 69
Total	\$155,967 46	\$1,714,407 15	\$1,870,374 61
General expenses;			
Balaries of general officers and clerks	\$17,145 62	\$117,502 77	\$134,648 39
General office expenses and supplies	220 22	1,746 04	1,966 26
Stationery and printing	6,090 57	44,664 91	50,755 48
Stationery and printing. Outside agencies and advertising Legal expenses. Loss and damage of freight and baggage	17,112 81	104,149 87	121,262 18
Legal expenses	2,384 61	19,295 96	21,680 57
Loss and damage of freight and baggage	7 50	15,143 85	15,151 35
Damage to cattle and property	140 50	4,430 95	4,571 45
Injuries to persons Telegraph maintenance and operation	1,222 86	17,446 25	18,669 11
Telegraph maintenance and operation	14,218 83	78,741 43	87,960 26
Mileage of cars of other companies (debit			
balance)	771 02	205,574 24	206,845 26
Other general expenses	1,552 18	12,306 54	13,858 72
Total	\$60,866 22	\$616,002 81	\$676,869 03
Grand total operating expenses	\$336,507 54	\$3,463,448 95	\$3,799,956 49

# General Balance Sheet September 30, 1889.

Assetts.			
Cost of road		\$46,196,767 8,616,721	
Churrent assets, as follows, viz.:		,	
Cash on hand and on deposit	\$618,189 91 168,685 71		
Open accounts.  Materials and supplies.	293,032 32 824,163 89		
materials and supplies	524,105 59	1,404,071	83
	_	\$51,217,560	10,
Liabilities.	-		
Capital stock		\$30,000,000	
Funded debt	••••••	19,890,000	00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued	\$402,120 00		
Audited vouchers and pay-rolls	591,970 16		
Open accounts	90,523 42	1.084.613	KO.
Sinking fund account		100,000	
Profit and loss (surplus)		142,946	52
	-	\$51,217,560	

# Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total,
Number of passengers carried	6,424,222 1,867,186	491,580 18,846,632 939,958 177,694,394	522,894 20,270,854 2,807,144 869,137,290

# NEW YORK, CHICAGO AND ST. LOUIS.

# Tradic and Mileage Statistics - (Continued).

Item.	Through.		I	local.	Total.
Passenger train mileage					460,316 3,659,524 1,856,824
Total train mileage					5,476,664
ITEM.	Earn	ings.	Ex	penses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile.	\$390,38 4,518,53	7466 01925 8480		,507 54 6435 01660 7310 ,448 95 1 234 00398 946	\$53,872 64 1031 00268 1179 1,055,085 90 375 00121 288
ITEM.  Computed on earnings from carrying passes and freight only.	ngers	Throug	gh.	Local.	Through and local.
Average rate received per mile for carrying sengers, first-class		Cen 1.	ts. 290	Cents. 1.848	
Average rate received per mile for carrying sengers, second class	pas-	1.	801	1.97	1.892
Average rate received per mile for carrying sengers, all classes	Pas-	1.	435	1.866	1.729
ing freight, all classes			488	.641	.519

## Description of Road and Equipment.

		OWNED.	MILES	LEASED.	TOTAL MILES.	
TBACE.	Length in N.Y. State.	Entire · length.	Length in N.Y. State.	Entire length.	Length in N.Y. State.	Entire length
Main line from Buffalo, N. Y., to boundary line between States of Indiana and Illinois, single track Total of branches or other roads, single track	68.07	502.56	1.60	20.46	68.07 1.60	502.56 20.46
Total single track	68.07	502.56	1.60	20.46	69.67	523.02
Second track on main line		6.24		2.32	••••	8.56
Sidings and turnouts on main line Sidings and turnouts on other roads	16.22	136.81		15.73	16.22	136.81 15.78
Total sidings and turnouts	16.22	186.31		15.73	16.22.	152.04
Grand total of tracks, sidings and turn- outs		645.11	1.60	88.51	85.89	683.62
Laid with steel rail, main line Laid with steel rail, branches or other roads	68.07	502.56		20.46	68.07 1.60	502.56 20.46

Weight of rails per yard—steel, maximum, 65 lbs., minimum, 56 lbs.; iron, 60 lbs; gauge of track, 4 feet 8 % inches; ballasted with gravel.

### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCE OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased.	Miles of double track	Miles laid with stool rail.
New York, Lake Erie and Western. Bake Shore and Michigan Southern. The Ohicago and State Line.	In Buffalo, N. Y Grand Crossing, Ill	Chicago, Ill		1.60 8.90 9.96	Leased.	 2.82	1.60 8.90 12.28

	IN NEW Y	OBK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	12 2 38	Feet. 2,644 70 7,108	44 15 807	Feet. 17,183 1,327 30,360	
Total	52	9,822	366	48,870	

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	45 78	\$7,450 35 5,230 88	155,000 120,000	10 10	41 28	
Total	123	\$123 00			69	
First-class passenger cars.  Becond-class passenger cars  Baggage, mail and express cars.  Total	26 10 14 50	\$4,793 19 3,942 63 3,050 03	42,000 42,000 50,000	10 10 10	26 10 14 50	26 10 14 50
Box freight cars Stock freight cars Coal freight cars Flat freight cars Gaboose, 8-wheel cars Bervice cars Total	4,982 669 208 1,127 76 5	\$410 47 391 20 295 00 278 00 565 00 812 00	21,452 21,000 17,000 16,000 22,000 28,000	8 8 8 8 8	150	150

Westinghouse automatic air-brake and Miller coupler are in use on passenger cars, and on freight cars the Westinghouse hand-brake, and Janney link and pin coupler are used.

Both split and stub switches are used on road.

<sup>\*</sup> Trackage rights.

### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid,during year in repairs, miles Railroads crossing road at grade Railroads crossing road over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen, Highway crossing over or under grade Overhead obstructions less than 20 feet above track	5 1 92 9	29.9 44 10 309 69 45 22

Passenger cars are heated by Johnson heater and in New York by steam from locomotive, lighted by Hicks & Smith lamp with 300° oil, and ventilated by deek and doors. American Express Company runs over this line; between Cleveland and Chicago railroad company receives at the rate of six cents per ton per mile, and on tonnage between Cleveland and Buffalo \$200 per month.

Lackawannaline, Nickel Plate line, Interstate Despatch, Trades' Despatch, White Line, Central Transit Company, Southern Despatch, all cooperative lines, run over this road. Oars are owned by the companies over whose lines they run.

The yearly compensation allowed this company for the transportion of United States mails is \$25,819.61.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	104,725 612,322	3.78
Grain  Meats and provisions  Live stock	117,161 812,175	21.82 4.27 11.14
LumberPig and bar iron and steel.	298,157 43,517	10.62 1.29
Iron or other ores. Coal and coke Petroleum and other oils	14,976 813,134 99,896	.55 11.12 3.56
Manufactures	298,540 143 266	10.46 5.22
All other articles not included above	291,886 162,389	10.88 5.79
Total	2,807,144	100

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	12 8	8	15 8
Total		3	23

### EMPLOYEES.

### Officers of the Company.

Name.	Title.	Official Address.
WM. K. VANDERBILT		
Daniel W. Caldwell		
ALLYN COX		
H. Hammersley		
JAMES P. CURRY	Auditor	Cleveland, Ohio.
SAMUEL E. WILLIAMSON	General Counsel	Cleveland, Ohio.
LEWIS WILLIAMS	General Superintendent	Cleveland, Ohio.
G. B. Spriggs		
B. F. HORNER		
JOHN MCKENZIE	Supt. of Motive Power	Cleveland, Ohio.

Directors of the Company.	
Name.	Residence.
Wm. K. Vanderbilt	. Oakdale, L. I., N. Y.
CORNELIUS VANDERBILT	. New York city.
FRED. A. VANDERBILT	. New York city.
Hamilton McK. Twombley	. New York city.
John S. Kennedy	. New York city.
James A. Roosevelt	. New York city.
FRED. P. OLCOTT	
CHAUNCEY M. DEPEW	. New York city.
ALLYN COX	. Mount Vernon, N. Y.
DANIEL W. CALDWELL	Cleveland, Ohio.
JEPTHA H. WADE	. Cleveland, Ohio.
Charles M. Reed	. Erie. Pa.
Frank A. Misener	. Erie, Pa.
Title of company, The New York, Chicago and St. Louis Rail	road Company.
General offices at Cleveland, Ohio.	
Date of close of fiscal year, December 31.	
Date of stockholders' annual meeting, first Wednesday in Ma	зу.
For information concerning this report, address James P. Cu	ırry. Auditor.

# NEW YORK AND CONEY ISLAND.

LESSOR.

# LESSEE-PROSPECT PARK AND CONEY ISLAND.

(Date of charter,	February 5, 187	9.)	
For history of organization, see Report of	1885.		
Capital	Stock.		
	СОМЗ	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	1,000		\$100,000
Number of stockholders			. 8
Cost of Road as	nd Equipmen	t.	
Ro		•	otal cost up to Sept. 30, 1889.
Grading, masonry and ballast	• • • • • • • • • • • • • • • • • • • •		\$5,396 70
Superstructure (including ties)			
Land			12,636 63
Land damagesFences			
Passenger and freight stations			. 8.793 75
Fuel and water stations			. 8,048 39
Telegraph line			
Total cost of road			\$70,677 83
Equip	MENT.		
Locomotives			. \$10,670 00
Total cost of equipment			
Grand total cost of road and equipment	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • • •	\$100,019 02
Income Account for Year E	Inding Septem	mber 30, 1881	9.
Bent accrued from Prospect Park and Coney Dividends declared, 10 per cent	Island Railros	d under lease	\$10,000 00 10,000 00
General Inco	me Account.		
			2083 80

# General Balance Sheet September 30, 1889.

	Assets.			
Cost of road			\$70,677	83
Cost of equipment			29,841	19
Ourrent assets. as follows, viz.:	hand Conce Inland	Dellaced Commons	964	97
Cash on loan with Prospect Parl	r and coney lessed	кангови сопрацу	501	<u></u>
			\$100.983	89
				-
	Liabilities.			
Capital stock			\$100,000	
Capital stock Profit and loss (surplus)			988	89
•			\$100,983	89
01	Meers of the Com			_
Name.	Title.	Official Add	ress.	
ANDREW R. CULVER	President	16 Court St., Broo	klyn, N. Y.	
ALLAN C. WASHINGTON	Treasurer	16 Court St., Broo	klyn, N. Y.	
LYSANDER STACY	Secretary	16 Court St., Broo	klyn, N. <u>Y</u> .	
ALLAN C. WASHINGTON LYSANDER STACY RICH SCHERMERHORN	Engineer and Supt	t 16 Court St., Broo	klyn, N. Y.	
	rectors of the Con			
Name.			sidence.	
Andrew R. Culver		Broo	klyn, N. Y.	
ALLAN C. WASHINGTON		New	York city.	
JOHN M. CLANCEY		Broo	klyn, Ņ. Ļ.	
FRALEY C. NIEBUHB	• • • • • • • • • • • • • • • • • • •	Broo	Klyn, N. Y.	
AUSTIN CORBIN	• • • • • • • • • • • • • • • • • • • •		york city.	
THEODORE B. MOORE			TOPK CITY.	
Lysander Stacy	• • • • • • • • • • • • • • • • • • • •	Broo	KIYD, N. I.	
Title of company, New York as	nd Coney Island Ra	ilroad Company.		
General offices at 16 Court stre	et Brooklyn N V	mode company.		
Date of close of flacal year. Ser	otem her 30.			
Date of close of fiscal year, Ser Date of stockholders' annual n	neeting, first Monde	v in September.		
For information concerning	this report, addre	es Andrew R. Culve	r. Presiden	ıt.

## NEW YORK AND HARLEM.

LESSOR.

LESSEE - NEW YORK CENTRAL AND HUDSON RIVER.

See report under Surface Street Railroads.

# NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 26, 1880.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMIN	ion.
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	100,000	\$10,000,000
Number of stockholders	<del></del>	933

# FUNDED DEBT.

Daniel and Land	Dete	rears.		INTEREST.	Amount	Amount
Designation of Lien.	E   3	When payable.	author- ized.	outstand- ing.		
*First mortgagetConstruction mortgage	Dec. 31, 1880 Aug. 1, 1883	40 40	p.c. 6 5	Jan. & July Feb. & Aug.	\$12,000,000 5,000,000	\$12,000,000 5,000,000
Total					\$17,000,000	\$17,000,000

Cost of Road and Equipment.			
Boad.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889,	
Grading, masonry and ballast Bridges Superstructure (including ties) and rails Land Land Land damages Fences Passenger and freight stations Engine and car houses, shops, machinery and tools. Engine and water stations Engineering expenses Interest and discount charged to construction Telegraph line Wharfing Catile and coal yards, etc New coal trestle at East Buffalo  Total cost of road  EQUIPMENT. Locomotives Passenger cars Mail, baggage and express cars Freight and other cars Total cost of equipment.  Grand total cost of road and equipment	\$56,521 16 12,799 17 1,149 10 902 98 38,507 28 3,668 06 \$108,548 09 \$74,000 00 36,724 06 \$87,275 94	\$9,476,604 08 1,936,909 20 6,166,441 47  6,561,418 28 317,576 51 316,547 68 9,715 77 144,145 25 98,654 13 4,911 60 80,429 22 187,227 23 365,350 36  \$24,655,930 72  \$1,146,901 21 136,451 61 47,376 00 2,703,482 32  \$4,034,211 14	
DETAILS OF ADDITIONS OR BETTERMENTS DUE Land, Buffalo and York New and permanent sidings at Buffalo and vicinity New ear shops, East Buffalo, extension of New water tanks, Mount Morris, Fargo and York New freight house, Mount Morris New depot, Lounsberry Shop tools and machinery New gates, Buffalo and Avoca  Equipment: Ten locomotives Sixty-six freight and other cars, less 61 destroyed, credit		\$12,799 17 56,521 51 6,818 20 3,668 05 891 98 11 00 26,689 08 1,149 10	
Total		\$175,824 08	

<sup>¶</sup>Issued and delivered at par for building road. † Issued to lessee at par for advances made. ‡ Credit.

# Income Account for Year Ending September 30, 1889.

Twelve months' interest on stock	\$500,000 00 720,000 00 250 000 00
<del></del>	

**481,470,000 00** 

# General Balance Sheet September 30, 1899, Assers.

Cost of road	\$24,655,980 72 4,034,211 14
	\$28,690,141 86
Capital stock LIABILITIES. Funded debt Due lessee for advances	\$10,000,000 00 17,000,000 00 1,690,141 86
	\$28,690,14f 86

# Description of Road and Equipment.

	MILES OWNED.		
TRACE.	In N. Y. State.	Entire length.	
Main line, from Binghamton to Black Rock, Buffalo, single track  Branches or other roads, single track		206.99 7.21	
Total single track	207.79	214.20	
Second track on main line	200.58 5,97	206.99 5.97	
Total second track	206.55	212.96	
Sidings and turnouts on main line	85.72 10.67	85.72 10.67	
Total sidings and turnouts	96.39	96.39	
Grand total of tracks, sidings and turnouts	510,78	523.56	
Laid with steel rail, main line	401 .16 13.18		

# DETAILS OF BRANCHES OR OTHER BOADS.

Name of Branch or Road.	From	То	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Owego branch	Owego station East BuffaloJune. Abbott Road June	Susqueh'a riv. Erie basin Lake Shore Jc.	.50 5.97 .74	Owned. Owned. Owned.	5.97	.50 11.94 .74
<del></del>	<u> </u>			'		3

<sup>\*</sup>Paid directly by lessee to stock and bondholders.

#### Description of Road and Equipment - (Continued).

	IN NEW Y	ORK STATE.	ENTIRE LINE.	
BRIDGES.	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	150	Feet. 19,948 659	156	Feel. 20,417
Total	151	20,607	157	21,076

• EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers	3 81 22	\$11.500 10,755 12,210	180,000 159,000 157,000	12 12 12	36 22	
Total	106			:	58	
First-class passenger car	31 17	\$4,400 2,700	45,000 30,000	10 10	81 17	31
Total	48	•••••	•••••		48	48
Box freight cars Stock freight cars Coal freight cars Flat freight cars and goudolas Caboose, 4-wheel cars. Service cars	212	\$561 500 565 500 500	23,100 22,100 20,500 18,300 10,000	10 10 10 10 10		203 4 138 97
Total	5,231					442

On passenger cars the Westinghouse automatic air brake and Miller coupler are used; on some freight cars, the hand brake and link coupler are used, on others the Smillie patent coupler is in use.

When the same used on entire line.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	10 14 178 80 44	204 10 16 182 30 49

Since December 1, 1888, passenger cars have been heated by steam under the Gold system: they are lighted with oil lamps and ventilated by transom ventilators.

#### Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President	26 Exchange place, N. Y. city.
FRED'K H. GIBBENS	Vice-President	26 Exchange place, N. Y. city.
FRED F. CHAMBERS	Secretary	26 Exchange place, N. Y. city.
ARTHUR D. CHAMBERS.	Treasurer	26 Exchange place, N. Y. city.
	General Manager	
F. A. SEABERT	Assistant Superintendent	Bullaio, N. I.

Directors of the Company.	
Name.	Residence.
Samuel Sloan	New York city.
John J. Blaib	Blairstown, N. J.
Eugene Higgins	New York city.
GEO. BLISS	New York city.
PERCY R. PYNE	
Sidney Dillon	New York city.
Fred'k H. Gibbens.	Naw York city.
W. W. Phelps.	Englewood, N. J.
HENRY D. POLHEMUS	Brooklyn, N. Y.
WM. F. HALLSTEAD	Scranton, Pa.
WM. R. STORRS	Beranton, Pa.
Title of company. New York. Lackawanna and Western Re General offices at Binghamton, N. Y. Date of close of fiscal year. December 31. Date of stockholders' annual meeting. Tuesday preceding For information concerning this report, address Fred F uditor, Delaware, Lackawanna and Western Railroad Co sw York city.	last Friday in February Chambers. Secretary and

# NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, April 27, 1878.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.  The capital stock of this company, fixed by its certificate of incorp.	ouetlen la ea
follows:	oration, is as
Common stock	\$78,000,000 00 8,586,900 00
	\$86,536,900 00
Under the plan of reorganization forming part of its certificate of inco "capital stock" of this company was to be issued in exchange, at par, for Erie Railway Company, upon the payment of certain specified assessments have been paid upon the following amount of stock, viz.:	er stock of the nents. These
Preferred stock	8,156,700 00
	\$85,240,500 00
Of this there has been issued in exchange for stock of the Erie Railway Common stock Preferred stock	Company: \$76.895.200 00
	\$85,051,600 00
There is still held awaiting such exchange:	
Common stock         \$188,600 00           Preferred stock         300 00	100 000 00
Stock issued pursuant to its articles of incorporation:	188,900 00
Common stock         \$500,000 00           Preferred stock         380,200 00	000 000 00
Stock unissued and held for disposition pursuant to the articles of incorporation:	880,200 00
Common stock	416,200 00
Total amount authorized	\$86,536,900 00
FUNDED DEBT.	
This company owns and now holds the road and franchises of the Erie	Railway Com-
pany, subject to mortgages as follows, viz:	wall way Com-
First mortgage bonds mature May 1, 1897	\$2,482,000 00
Second mortgage bonds (extended) mature September 1, 1919	2,149,000 00 4,617,000 00
Fourth mortgage bonds (extended) mature October 1, 1920	2,926,000 00

. INMICHI OF THE INMINIORD COME	TIODIOIMETRO:	
Fifth mortgage hands (owtended) meture Tune 1 1000		<b>6700</b> KOD O
Fifth mortgage bonds (extended) mature June 1, 1928 Buffalo Branch mortgage bonds mature July 1, 1891		. \$709,500 0 . 182,600 0
Consolidated mortgage bonds mature September 1, 1920	•••••	. 16,891,000 0
•		\$29,957,100 0
Which mortgage debts are included by this company in the	he statement o	•
its funded debt for reasons given in history of organization	n (see Report o	f
its funded debt for reasons given in history of organization 1885). Pursuant to its certificate of incorporation, this con ated a funded debt, as follows, viz.:	mpany nas cre	-
First consolidated funded coupon bonds, mature Septembe		
1, 1920	. \$3,705,977 10	)
Second consolidated mortgage bonds, mature December 1 1969.		
Second consulidated funded coupon bonds, mature Dec. 1	. 25,000,000 00 l.	
		<u> </u>
Deorganization first flen bonds, mature December 1, 1908 Colleteral trust bonds, meture November 1, 1999	. 2,500,000 0	0
Income bonds, mature June 1, 1977	508,008 0 4.028,760 0	Ď
Reorganization first lien bonds, mature December 1, 1908. Collateral trust bonds, mature November 1, 1922. Income bonds, mature June 1, 1977. Funded coupon bonds of 1885, mature December 1, 1969	4.028,760 0	0
•		- 47,802,145 1
Total		. \$77,759,245 1
•		
Cost of Road and Equipmen	1 <b>t,</b>	
	4 3 3 4 4 4 4 4 4	
	Additions or betterments	Total cost of road and
Road.	during year	equipment
•	during year ending Sept.	up to Sept.
	30, 1889.	80, 1889,
Grading, masonry and ballast	404 405 56	
Bridges	\$34.437 56 29 25	\$904,442 0 195,612 7
Bridges Superstructure (including ties)	72,856 15	1.373,793 9
Gand and land dumages	34,764 83	
Fences	2.750 57	793,318 2 326,008 3
Passenger and freight stations	127,045 15	127,045 1
Superstructure (including ties) Rails Land and land damages. Fences Passenger and freight stations Engine, car houses, shops, machinery and tools. Engineering expenses. Telegraph line Wharfing Incidentals Second track Water transportation, New York harbor. Elevator at Buffalo. Oal pockets, Buffalo.	4,591 68	791,645 3: 38,293 3:
Telegraph line	1.386 72	36,623 31
Wharfing	16,491 70	18.655 45
Incidentals		41,971 6
Water transportation, New York harbor	*************	1,997,122 8 277,285 5 304,142 8
Elevator at Buffalo		304,142 8
Ocal pockets, Buffalo Narrowing gauge of road Lehigh docks, Buffalo Erie coal docks, Buffalo mprovements at East Buffalo Phird rail, taking up Union Roit Works, Petterson	•••••	48,243 1 57,572 7
Lehigh docks, Buffalo	46,915 90	1 260.803 9
Erie coal docks, Buffalo	51,418 85	254,762 8 329,745 1
Phird rail taking up		17.791 5
Chird rail	<b>*1,000 00</b>	17,791 5 931,122 8
Union Bolt Works, Patterson	<b>41,000 00</b>	11,282 2 129,500 0
Union Bolt Works, Patterson Mortgages on real estate assigned to trustee Estate of the Erie Railway Company		145,476,272 5
Total cost of road		\$154,738,057 8
10041 0081 01 1040	\$410,703 48	\$10±,100,001 0
EQUIPMENT.	4000 400 80	
Cocomotives.  Passenger cars, mail, baggage and express cars  Prelight and other cars	\$300,189 79 47,016 13	\$1,353,933 51 614,570 41
reight and other cars	47,016 13 *144,175 42	614,570 41 2,903,796 6
Narrowing gauge of cars	*************	284,785 40 967,356 79
Total cost of equipment	\$203,030 50	\$6,124,442 92
	<b>9</b> 613,788 93	<b>\$16</b> 0,862,500 7
	<b>2</b> 010,100 <b>3</b> 0	į.
	2010,100 20	
		<b>.</b>
Prand total cost of road and equipment  DETAILS OF ADDITIONS OR BETTERMENTS DUE	RING THE YEAR	
DETAILS OF ADDITIONS OR BETTERMENTS DUE	ring the Year	\$28,572 21 27,552 95
DETAILS OF ADDITIONS OR BETTERMENTS DUE	ring the Year	\$28,572 21 27,552 95
Frand total cost of road and equipment	ring the Year	\$28,572 21 27,552 93 2,801 11 5,694 69 4,412 83

NEW YORK, LAKE ERIE AND WESTERN		395
Waldwick yard improvement		\$688 19
Port Jervis yard improvement	•••••	68,067 10
Susquehanna yard improvement	••••	6,632 85 63,977 77
Passenger stations. Undercliff. Middletown.	•••••	4,716 84
Improvements to Piermont pier Passenger stations, Undercliff, Middletown Passenger and baggage platforms, Waldwick and Jersey City Ferry waiting-room, Jersey City Cattle pass, Woodbury. Milk pietform Goodbury.		2,617 41
Ferry waiting-room, Jersey City	•••••	3,000 00 828 11
Milk platform, Goshen	•••••	164 29
Milk platform, Goshen Coal trestle stock platform, East Buffalo. Hornellsville coaling station.	•••••	80,041 95
Tolograph line	• • • • • •	2,111 88 1,386 72
Real estate, land, etc Passaic, Port Jervis, Niagara Falls, Cameron	Mills,	•
Telegraph line. Real estate, land, etc Passaic, Port Jervis, Niagara Falls, Cameron Owego, Susquehanna and Burns. Coal treatle shed, Owego	• • • • • •	13,383 07 828 55
Planking, Passaic.	•••••	57 54
Planking, Passaic		99 31
Lehigh docks, Bullalo	•••••	46,915 <b>90</b> 51,418 35
Erie coal docks Sundry items of construction	•••••	81 47
Locomotives		300,189 73
Passenger cars	• • • • • •	47,016 19 4,591 68
and the state of t		
Tana fredaht care channed to arrevens		\$764,504 27
Less freight cars charged to expenses	110 43	
Union bolt works. Paterson	200 00	
Oredit ballast account	394 92	150,770 34
Total		\$613,733 93
1 Vtat		\$010,100 00
Income Account for Year Ending September 30, 1	889.	
Gross earnings from operation	:	27,004,406 01
Less proportions due lessed lines which are worked upon a		
Less proportions due lessed lines which are worked upon a percentage of earnings 22,409,  Less operating expenses (excluding all taxes)	182 74 R85 02	
		19,862,517 76
Not as unings from anguation	-	e7 141 999 95
Net earnings from operation	• • • • • •	\$7,141,888 25
Income from other sources, as follows, viz.: Earnings of Pavonia ferries, elevator and docks and bag-		
gage express	376 89	
Rents of Erie buildings and Twenty-third street property. 10,5	275 50	
gage express.  Rents of Erie buildings and Twenty-third street property. Rents and expenses of stock yards, Long Dock Company and Docks and Improvement Company.  33.  Strict of Securities 23.	400 42	
	866 08	
Miscellaneous	195 75	1,076,504 64
Gross income from all sources	• • • • •	\$8,218,392 89
Deductions from income. as follows, viz.: Interest on funded debt due and accrued	998 91	
Rentals of leased lines	571 82	
Taxes on property used in operation of road	039 98	
Taxes on earnings and capital stock 91,8	902 49 157 70	
Guaranteed Interest other than on the bonds of the		•
	245 59	
expenses of ravonia ferries, elevator, docks, baggage express and other charges	662 60	
Ozprobo and other ozorgeomic		7,448,616 44
Surplus for year ending September 30, 1889		\$774,776 45
barpias for year anding poplember ov, 1000		\$112,110 TO
General Income Account.		
Surplus for year ending September 80, 1889		\$774,776 45
Surplus up to September 30, 1888	179 51	
Less dividends paid during the year on pre- ferred stock which was not exchanged when		
the books were closed in 1881, 1882, 1883 \$860 00		
Commission and expenses extending Newburgh		
Uncollectible accounts written one		
Premiums on bonds		
Discount on stock	M 40	
108,4	01 48	7,722,078 08
Model annulus Santombou so som		
Total surplus September 30, 1889		\$8,496,854 48

#### DETAILED STATEMENT OF RENTALS.

DETAILED STATEMENT OF THERTAID.		•
Paterson and Hudson Railroad, annual rental Paterson and Ramapo Railroad, annual rental Hobeken Land and Improvement Company Newburgh and New York Railroad Company, \$250,000 bonds, the at seven per cent, nine months at five per cent	ree months	\$48,400 00 30,000 00 4,491 83 13,750 00
Buffalo, New York and Eric Railroad: Organization expenses Seven per cent on \$50,000 stock Seven per cent on \$2,380,000 bonds.	\$5,000 00 66,500 00 166,600 00	238,100 00
Montgomery and Eric Railroad, rental		16,000 00
Goshen and Deckertown Railroad: Rental Expenses		19,7 <b>92 08</b>
Hawley Branch, rental	•••••	50,000 00
Honesdale Branch: Three months' rental Nine months' rental Expenses	\$3,975 00 11,205 00 1,129 38	16,309 38
Jefferson Branch, five per cent on \$2,800,000 bonds		140,000 00
Rochester and Genesee Valley Railroad: Six per cent on \$555,200 stock Organization expenses	\$33,312 00 700 <b>00</b>	94 949 99
Avon, Geneseo and Mount Morris Railroad: Six per cent on \$225,000 stock Organization expenses		34,012 00
Buffalo, Bradford and Pittsburgh Railroad: Seven per cent on \$580,000 bonds		13,600 00
Lockport and Buffalo Railway Company, rental		21,000 00
Bergen County Railroad: Six per cent on \$200,000 bonds		12,000 00
Middletown and Crawford Railroad, rental		10.500 00
Newark and Hudson Raibroad: Seven per cent on \$250,000 bonds		17,500 00
Long Dock Company, rental		480,000 00
Suspension Bridge and Erie Junction Railroad: Rent. seven per cent on \$1,000,000 bonds		
	_	8,516 53
Total amount of rentals deducted from income		\$1,209,571 82

#### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

	Passenger.	Freight.	Total.
Freight, through			
Passengers, through \$703,442 34 Passengers, local 3,190,610 47	•••••	\$15,875,347 75	\$15,875,347 76
Mail Express	\$3,894,052 81 205,509 64 884,695 99		3,894,052 81 205,509 64
Miscellaneous, as follows, viz.: Car service (freight)\$66,953 65	902,080 99		384,696 96
Rents	*		
	55,963 35	197,534 79	253,498 14
Total gross earnings	\$4,540,221 79	\$16,072,882 54	\$20,613,104 33

# Analysis of Gross Earnings and Operating Expenses—(Continued).

SUMMARY OF GROSS EARNINGS FROM OPERATION.

	Passenger.	Freight.	Total.
Earnings as above Earnings of New York, Pennsylvania and	•••••		\$20,613,101 88
Ohio	•••••		6,391,301 68
Total earnings			\$27,004,406 01
'		<u> </u>	
Operating	Expenses.		
Maintenance of way and structures:			
Repairs of track and roadbed	\$416,743 52		\$1,389,145 05
cattle-guards). Repairs of stations, shops, docks, etc Repairs of fences Other expenses for maintenance of way and	44,155 80 122,805 29	103,030 19 212,557 41	147,185 99 835,362 70
Repairs of fences	9,247 35	21,577 16	30,824 51
Other expenses for maintenance of way and structures	46,807 66	109,217 88	156,025 54
· ·			<del></del>
Total	\$639,759 62	\$1,418,784 17	\$2,058,543 79
		•	
Maintenance of equipment: Repairs of locomotives	\$269,965 13	\$790,539 42	\$1,060,504 55
Repairs of cars	315,374 88	1.099.555 11	1,414,929 99
Repairs of cars	26,866 58	62,688 69	89,555 27
ment	125,678 72	293,238 70	418,912 42
Total	\$737,880 31	\$2,246,021 92	\$2,963,902 23
Conducting transportation:			
Wages of conductors and men	\$341,617 47 813,597 09	\$949,301 59 881,575 61	\$1,290,919 06
Wages of engineers and firemen Fuel for locomotives	177,220 68	602,108 33	1,195,172 70 779,329 01
Oil and waste	25,002 50	50,888 40	75,890 90
Water supplyOther train supplies or expenses	31,385 78 125,984 00	73,233 48 124,653 44	104,619 26 250,637 44
Wages of station agents and clerks	186,235 97	598,474 27	734,710 24
Wages for labor at stations	29,286 99 62,742 06	607,874 58 165,344 33	637,161 57 228,086 39
Station supplies	86,694 07	402,382 91	489,076 98
Other expenses for conducting transporta- tion	25,271 54	682,267 52	707,539 06
Total	\$1,355,038 15	\$5,138,104 46	\$6,493,142 61
General expenses:	4404		A100 000
Salaries of general officers and clerks General office expenses and supplies	\$121,550 17 18,667 58	\$281,675 50 48,557 66	\$403,225 67 62,225 24
Stationery and printing	40,452 06	60,713 11	101,165 17
Outside agencies and advertising	111,043 78	184,954 28 44,655 58	295,998 01 63,793 68
Loss and damage of freight and baggage	19,138 10 *5,544 25	52,593 39	47,049 14
Damage to cattle and property and injuries	51,738 19	98,212 86	149,951 05
to persons Telegraph maintenance and operation	69,268 17	161,569 80	250,837 97
Mileage of cars of other companies (debit)	·		9,914 26
balance)Other general expenses and interest	9,914 26 817 41	740 64	1,058 05
Total	\$436,545 47	\$948,672 77	\$1,385,218 24
Grand total operating expenses	\$8,169,228 55	\$9,751,583 32	\$12,920,806 87

SUMMARY OF OPE	RATING EXPENS	ES,	
Operating expenses as above Operating expenses, New York, Pennsylvani	\$12,920,806 67 4,532,578 15		
Total operating expenses	• • • • • • • • • • • • • • • • • • • •	•	\$17,453,386 02
General Balance Shee	t September	30, 1889.	
Cost of road		• • • • • • • • • • • • • • • • • • • •	\$154,788,057 82 6,124,442 92
Other permanent investments, as follows, viz. Stock of other companies Bonds of other companies	: 	. \$2,785,115 49 . 348,119,60	3,133,235 09
Construction of branch lines, etc	ancesrailroad compa	ny advances.	1.099.819.79
Ourrent assets, as follows, viz.:  Cash on hand and in London  Bills receivable  Due by agents and others on account of traf Open accounts.  Materials and supplies	flo	• • • • • • • • • • • • • • • • • • • •	85,300 41 1.862,908 20
			\$179,176,001 00
Capital stock Funded debt.	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	77,759,245 10
Cherent liabilities. as follows, viz.: Interest on funded debt due	•••••••	. \$153,847 89 1,192,712 10	
Dividends unpaid. Audited vouchers and pay-rolls. Open accounts Loans and bills payable Due companies and individuals on account. Rentals of leased lines, etc. Sundries. Overdue coupons on second consolidated bo	of traffic		5,394 00 1,691,142 21 818,767 33 2,374,356 72 549,277 32 693,771 36
	•		\$179,176,001 09
Traffic and Mil	eage Statisti	<b>ns.</b> -	
Item.	Through.	Local.	Total.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried. Number of tons of freight carried one mile	424,927 45,775,369 4,529,081 1,133,969,956	9,682,379 191,805,861 10,555,051 1,221,566,241	10,107,306 237,581,230 15,064,183 2,355,536,197
Passenger train mileage			4,666,379 8,877,402 3,182,044

16,725,825

Total train mileage.....

#### Traffic and Mileage Statistics—(Continued).

ITEM.	Earnings.		Expen	ses.	Profit.	
Passengerearnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including		79 45 01911 97	\$3,169,228	55 31 01334 68	\$1,370,998	24 14 00577
miscellaneous earnings).  Average per ton of freight carried	16,072,882 1	54 07 00682 81		82 64 00414 09	6,321,299	22 43 00268 72

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first-class	1.592	1.665	1.655
Average rate received per mile for carrying passengers, second class	1.430	1.492	1.438
nassengers, all classes	1.537	1.663	1.689
Average rate received per mile per ton for carrying freight, all classes	.586	.802	.674

#### Description of Road and Equipment.

Description of Road and additioned							
MILES OWNED.		OWNED. MILES LEASED.			MILES.		
Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.		
404.913 60.920 88.623	446.636 60.920 41.416	326.951	486,752	404.913 60.920 365.574	446.636 60.920 528 168		
504.456	548.972	326.951	486.752	831 . 407	1,035.724		
342.813 8.690	869.840 8.690	37.024	132,224	342.813 45.714	869.340 140.914		
351.503	878.030	37.024	132.224	388.527	510.254		
216.030 18.996	245.208 20.146	150.232	296,800	216.030 169.228	245.208 316.946		
235.026	265.354	150.232	296.800	385.258	562.154		
1,090.985	1,192.356	514.207	915.776	1,605,192	2,108.182		
808.646	876.896		•••••	808,646	876.896		
47,318	49,678 .483	358.902 5.173	613.808 5.178	406.115 5.173	663.476 5.606		
	MILES  1 5 1 5 2 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2	MILES OWNED.  1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	MILES OWNED. MILES    1	MILES OWNED. MILES LEASED.  1	MILES OWNED. MILES LEASED. TOTAL    1		

Average life of rails—steel, 10 to 12 years; iron, 4 to 6 years; average life of ties, 7 years; weight of rails per yard, steel, maximum, 74 lbs.; minimum, 60 lbs.; iron, maximum, 66 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with stone, slag and gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Weehawken branch									
Paterson, Newark and New York Railroad   Paterson   Newark   11.326   Leased   11.325   Newburgh branch   Greycourt   Newburgh & N. Y. R. R.   Arden Junction   Newburgh & N. Y. R. R.   Arden Junction   Newburgh & N. Y. R. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y. R.   Arden Junction   Newburgh & N. Y		From	То	in N Stat	Entire length.	De Er	0.5	iles laid wi steel rails.	be laid
New York Railroad			Bergen		5.620	Leased	4.360	9.980	
Bergen & Dundee R. R.   Garfield, N. Y.   Dundee, N. J.   4.33   Owned.   4.35   Owned.   4.	New York Railroad Newburgh branch Newburgh & N. Y.R.R. Bergen County R. R Goshen & Deckert'n br. Montgomery & Erie br. Middlet'n & Crawf, br.	Paterson Greycourt Arden Junction Rutherford Junc Goshen Goshen Crawford Junc	Newburgh Vails Gate Jun. Ridgewood Pine Islands Montgomery Pine Bush D. & H. Co'a.	18.731 12.642 11.640 10.430	18.731 12.642 9.821 11.640 10.430 10.220	Owned Owned Leased Leased Leased Leased	4.190 9.821	22.921 12.642 19.642 11.640 10.430 8.222	1.998
Pittaburgh Railroad   Carrolton   Buttaville   8.000   26.170   Leased.   25 170   Suspension Bridge and Erie Junction R. R.   East Buffalo   Suspen. Bridge   24.010   24.010   Leased.   5.340   29.350   29.350   20.000   Erie & Black Rock R. R.   Black Rock   Black Rock   4.500   4.500   4.500   9.000   1.400   20.000   20	Hawley Railroad Honesdale Railroad Jefferson Railroad Edgerton branch Northern R. R. of N. J.	Lackawaxen Hawley Lanesboro Glenwood Bergen Junction	Dundee, N. J Hawley Honesdale Carbondale Edgert'n Br'k'r		.433 15.610 8.180 36.510 2,360	Owned Leased Leased Leased Owned	35.064	15.610 8.180 71.574 2.360	.633
R. R.   Buffalo   Jamestown   66.360   66.360   Leased   66.360   Buffalo   New York and Erie Railroad   Painted Post   Buffalo   140.253   Leased   31.326   171.579   Rochester and Genesee   Valley Railroad   Avon   Rochester   18.401   18.401   Leased   18.401   Avon   Rochester   18.401   18.401   Leased   14.525   3.175   Rochester   16.100   16.	Pittsburgh Railroad Suspension Bridge and Erie Junction R. R Erie International Ry . Erie & Black Rock R. R. Locko'rt & Buff'lo R. R.	Carrolton  East Buffalo Internati'al June Black Rock Tonawanda	Suspen. Bridge Black Rock Black Rock	24.010 4.500 1.140	24.010 4.500 1.140	Leased Owned Owned	5.340 4.500	29.350 9.000 1.140	,
Avon, Geneseo and Mt.  Morris Railroad Avon	R. R	Buffalo	Buffalo	140.253	140.253	Leased		171.579	
R. R., Paterson and Ramapo R. R., Union	Avon, Geneseo and Mt. Morris Railroad Conesus Lake Railroad. Long Dock Co's, B. R	Avon	Mt. Morris	17.700	17.700	Leased		14.525	3.175
	R. R., Paterson and Ramapo R. R., Union		Suffern	.358	31.243	Leased	31.243	62.486	

	IN NEW Y	ORK STATE.	ENTIBE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	237 92 134	Feet. 22,751 9,391 12,198	296 118 159	Feet. 29,847 10,914 19,172	
Total	463	44,340	573	59,933	

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	178 78 205	50 31	223 73 236	\$8,500 7,500 6,500	150,000 140,000 130,000	89 53 173	
Total'	451	81	532		•••••	315	•••••

#### Description of Road and Equipment - (Continued).

EQUIPMENT.	No. owned.	No. le <b>nsed.</b>	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent couplers.
First-class passenger cars Second-class passenger cars Baggage, mail and express cars.	225 103 114	28 21	253 103 135	\$5,000 3,000 1,500		253 108 135	253 103 135
Total	442	49	491			491	491
Box freight cars Stock freight cars Coal freight cars Flat freight cars Caboose, 4-wheel cars Caboose, 8-wheel cars Service cars	7,928 201 3,342 1,299 174 43 97	7,892 914 7,778 568 3 2 2	15,820 1,115 11,120 1,867 177 45 99	\$450 425 450 300 500 800 750		912	3,633
Total	13,084	17,159	30,243			912	3,833

Westinghouse air brake and Miller coupler are used on passenger cars; Westinghouse and hand brake, and McB. & McKeen coupler are used on freight cars. Split-switches are used on all main tracks.

#### Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	882 41 25 760 87 108	1,019 % 443.248 742 47 36 918 126 126 85

Passenger cars are heated by stoves and steam heat, lighted by gas and oil, and ventilated by transom ventilators.

Wells, Fargo & Co.'s express runs over this line, paying 40 per cent of earnings.
Sleeping, parlor and hotel cars of the Pullman's Palace Car Company run over the road; passengers are charged the customary rates for berths and sections.

Erie Despatch, Commercial Express and Interstate Despatch, run over this road. They are cooperative lines and the cars are owned and repaired by the various railroad companies forming the respective lines. No preferences given.

No contract with the United States Government for transportation of mails. Service

recognized.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour Grain	514,854 778,525	8.41 5.16
Meats and provisions. Live stock Lumber	89,571 183,865 1,114,704	.59 1.22 7.39
Pig and bar iron and steel	283,570 270,489 9,877,146	1.88 1.79 62.17
Petroleum and other oils.  Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	126,952 210,569	.84

#### REPORT OF THE RAILBOAD COMMISSIONERS.

#### Miscellaneous Statistics - (Continued).

ITEM.	Tonnage.	Per cent.
All other manufactures All other merchandise. All other agricultural products. All other articles not included above.	439 520	2.83 2.87 2.96 6.0
Total	15,084,132	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	527	8 59 102	22 586 265
Total	709	164	873

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	17,500
Aggregate amount of salaries and wages paid them	\$9,533,462 35

#### Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President	P. O. Box 839, N. Y. city.
E. B. THOMAS	Second Vice-President Third Vice-President	P. O. Box 839, N. Y. city.
A. R. MACDONOUGH	Secretary	P. O. Box 839, N. Y. city.
EDWARD WHITE	Treasurer	P. O. Box 839, N. Y. city.

#### Directors of the Company.

Name.	Residence or Place of Business.
JOSIAH BELDEN	7 West Fifty-first street, New York city.
HENRY H. COOK	115 Broadway, New York city.
WILLIAM N. GILCHRIST	Windsor Hotel, New York city.
James J. Goodwin	45 West Thirty-fourth street, New York city.
Morris K. Jessup	52 William street, New York city.
John King	21 Cortlandt street, New York city.
WILLIAM LIBBEY	
JOHN G. McCullough	21 Cortlandt street, New York city.
OGDEN MILLS	
CORTLANDT PARKER	
GEORGE W. QUINTARD	
WILLIAM L. STRONG	
	304 Walnut street, Philadelphia, Pa.
WILLIAM A. WHEELOCK	
WILLIAM WHITEWRIGHT	
M. F. REYNOLDS	
SAMUEL M. FELTON, JR	21 Cortlandt street, New York city.

Title of company. New York, Lake Eric and Western Railroad Company. General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, last Tuesday in November.
For information concerning this report, address A. R. Macdonough, Secretary, P. O. Rox 839, New York city.

#### NEW YORK AND LONG BEACH.

OWNED AND OPERATED BY LONG ISLAND.

(Date of charter, February 3, 1880.)

For history of organization and details, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK

	0	APIT	TAL E	STOOK.		•	
						COMM	on.
	•				No.	of shares.	Par value.
Authorized by law or cho Issued on account of con	arterastruction an	d no	W 01	itstanding		4,000 8,910	\$400,000 891,000
Number of stockholders	·····	• • • • •	••••	••••••	• • • • • • •	•••••	10
	F	נאטי	ED :	DEBT.			
D	Date.	years.		INTEREST.		Amount	Amount
DESIGNATION OF LIEN. Date.	Term, years	Rate.	When pay	able.	authorize	d. outstand- ing.	
First mortgage	May 1, 1880	30	p.c. 6	May and	Nov.	\$200,00	\$200,000
Total cost of road up to s	_			load.			\$591,000
Income A	scount for Y	rea:	· · Ex	ding Septe	mbe	r 30, 1889.	
This railroad has been Company, the owner of are included in the repor	its stocks an	ıd be	onda	The earn	nga	and operati	ng expenses
Gen	eral Balanc	:e SI	keet	September	30, 1	889.	
Cost of road	•••••		88E7		•••••		\$591,000 00
•				cirs.		•	
Capital stock Funded debt							\$391,000 00 200,000 00
						-	\$591,000 00
						-	

Officers of the Company.

Title.

J. ROGERS MAXWELL. President 192 Broadway, N. Y. EDWARD E. SPRAGUE. Secretary 192 Broadway, N. Y.

Name.

Official Address.

Directo	rs of the Company.
Name.	Residence.
J. Rogers Maxwell	Brooklyn, N. Y.
Henry Graves	Orange, N. J.
E. B. HINSDALE	New York city.
James D. Campbell	New York city. Flushing, L. L. N. Y.
Edward E. Sprague	Flushing, L. I., N. Y.
Bruce Price	New York city.

Title of company, The New York and Long Beach Railroad Company. General offices at 192 Broadway, New York. Date of close of fiscal year, September 30. For information concerning this report, address J. Rogers Maxwell, President.

#### NEW YORK AND MASSACHUSETTS.

(Date of consolidation, April 26, 1887.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter	25,000 10,140	\$2,500,000 1,014,000	

#### FUNDED DEBT.

		E INTEREST.		A		Cash real-	
Designation of Lien.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	ized on amount outstand- ing.
First mortgage	Aug. 1, 1875	30	p. c.	•	\$30,000	\$24,000	\$24,000

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Superstructure (including ties and rails)	1,280 93	
chise, etc	25,523 67	••••••
Total cost of road	\$31,500 20	\$1,391,332 15
Equipment.		
Total cost of equipment		\$76,600 31
Grand total cost of road and equipment		\$1,467,982 46

Income Account for Year B	Ending Septe	mber 30, 18	89.
Gross earnings from operation Less operating expenses (excluding all taxe	8)		\$67,562 83 51,446 48
Net earnings from operation			\$16,116 40
Gross income from all sources	•		
Deductions from income, as follows, viz.:			
Rentals Taxes on property used in operation of road Taxes on earnings and capital stock	1	\$6,000 2,885 347	72
Surplus for year ending September 30, 18	89		\$7,508 90
DETAILED STATES	EENT OF RENTA	18.	•
Use of track of Newburgh, Dutchess and C Pine Plains and Stissing	onnecticut rai	lroad betwe	en \$6,000 00
Analysis of Gross Earning.	s and Operat	ing Expen	105.
EARN	INGS.		
	Passenger.	Freight	Total.
Freight, through \$555 10			
Freight, local		\$38,865 7	33,865 77
Passengers	\$31,098 91 1,591 70	•••••	31,098 91 1,591 70
Express	754 87		. 754 87
Telegraph	\$33,595 92	101 1	
Total gross earnings	\$33,080 92	\$33,966 9	967,562 83
OPERATING	Expenses.		
Maintenance of way and structures:			
Repairs of track and roadbed	\$6,423 00	\$4,282	· · · · · · · · · · · · · · · · · · ·
Cattle-guards)	960 24 267 38	656 8 178 2	1,617 07 16 445 64
cattle-guards)	360 00	240 (	600 00
Total	\$8,010 62	\$5,357	\$18,367 89
Maintenance of equipment:		· ·	
Repairs of locomotives	\$674.74	\$392 (	1   \$1,066 75
Repairs of locomotives	1,478 92 180 94	1,220 9	13   2,699 85
Other expenses for maintenance of equipment	265 29	172 8	
Total	\$2,599 89	\$1,910	
Conducting transportation:	·	<u> </u>	
Wages of conductors and men	\$1,638 78	\$1,468 4	8   \$3,107 26
Wages of engineers and firemen	1,580 57 3,700 00	2,167 7 8,300 (	'R 1 - 17/12 96
Oil and waste	215 78	159 1	.1   874 89
Oil and waste	450 00 120 00	800 C	
wages of station agents and cierks and for	8,254 40	1	
labor at stations	252 00 ·	2,169 6 178 0	0 5,424 00 0 425 00
Wages of watchmen, flagmen and switch- men	1,795 57	1,197 (	2,992 68
Total	\$18,007 10	\$11,015	824,022 18
		l	

# Analysis of Gross Earnings and Operating Expenses -- (Continued).

	Passenger.	Freight.	Total.
General expenses: Salaries of general officers and clerks General office expenses and supplies Stationery and printing Loss and damage of freight and baggage Damage to cattle and property Mileage of cars of other companies (debit	\$3,686 99 650 63 800 00 100 00	\$2,458 00 433 76 201 78 200 00 863 64	\$6,144 99 1,084 39 501 78 300 00 853 64
balance)		14 17 277 08	14 17 647 08
Total	\$5,107 62	\$4,438 43	\$9,546 05
Grand total operating expenses	\$28,725 28	\$22,721 20	\$51,446 43

#### General Balance Sheet September 30, 1889.

Assets.		
Cost of road	\$1,391,332	15
Cost of equipment	76,600	
Current assets, as follows, viz.: Cash on hand	2,830 5	29
Open accounts	111 9	20
Materials and supplies	166,136	
<i>,</i>	\$1,637,774	03
Liabilities.		_
Capital stock.	\$1,014,000	an
Funded debt	24,000	
Current liabilities, as follows, viz.:	•	
Interest on funded debt due and accrued	23,760 (	00
Audited youchers and pay-rolls	4.619	31
Upen accounts	260 (	00
Sundries	321,958	11
Profit and loss (surplus)		
•	\$1.637.774 (	03

#### Trame and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried		101,284 1,348,274 47,636 600,354	101,284 1,348,274 48,490 619,665
Passenger train mileageFreight train mileage			50,172 23,162
Total train mileage			78,834

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings). Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	\$33,595 92 331 024 660 33,966 91 700	\$28,725 28 283 021 572 22,721 20 592 048 1 236	\$4,870 69 048 003 088 11,245 71 108 008

# NEW YORK AND MASSACHUSETTS.

ITEM.	laht on be	All local. Cents.
Computed on earnings from carrying passengers and fre Average rate received per mile for carrying passengers, al Average rate received per mile per ton for carrying freight		
Description of Road and Equip	ment.	tles harmon sell
TRACE.		iles owned, all in N. Y. State.
Main line, single track		34.99 2.35
Grand total of tracks, sidings and turnouts		87.34
Average life of ties, 8 years; weight of rails per yaminimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8 inc	rd—steel, max hes; ballasted	imum, 67 lbs., with gravel.
	ENTIRE LINE	
Bridges.	Number.	Aggregate length.
Iron bridge	1 6	Feet. 30 830
Weoden trestles	8	2,000
Total	10	2,360
Equipment.		No. owned.
Locomotives, 4 drivers		1 8
Total	••••••	4
First-class passenger car Second-class passenger car Baggage, mail and express cars.		1 1 2
Total.	••••••	7
Box freight cars		22
Coal freight cars		. •4
Caboose, 8-wheel car		1
Total		59
Westinghouse air brake used on passenger cars and freight cars.	the ordinary h	and brake on
Miscellaneous Statistics.		Entire ling in
ITEM.		Entire line in N. Y. State.
Telegraph owned and operated by company, miles		32 18 8
Highway crossings over or under grade Overhead obstructions less than twenty feet above track		
Passenger cars are heated by stoves and lighted by oil la The American Express Company runs over this road first-class rates. Contract for carrying the mails is \$42.75 per mile per annu	mps. and pays one m.	and one-half

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	540
Grain	
Meats and provisions	989
Live stockLumber	607 5.519
Pig and bar iron and steel	2.081
Iron or other ores	5,683
Coal and coke	16,389
Petroleum and other oils	100
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	607
All other merchandise.	37
All other agricultural products	
All other agricultural products All other articles not included above	8,432
Total	48,490

#### EMPLOYEES.

Average number of persons employed (including officials) during year	70
Aggregate amount of salaries and wages paid them during year	\$36,209 49

#### Officers of the Company.

Name.	Title.	Official Address.
GEORGE P. PELTON	President	Poughkeepsie, N. Y.
HENRY D. CONE	Vice-President	Stock bridge, Mass.
EDWARD ELSWORTH		
J. A. Perkins	General Superintendent	Poughkeepsie, N. Y.
E. L. VANDERBURGH	General Ticket Agent	Poughkeepsie, N. Y.

#### Directors of the Company.

Directors of the company.	
Name.	Residence.
GEORGE P. PELTON	Poughkeepsie, N. Y.
HENRY D. CONE	Stockbridge, Mass.
John F. Winslow	Poughkeepsie, N. Y.
EDWARD ELSWORTH	Poughkeepsie, N. Y.
І. Н. Воотн	
W. A. MILES	
S. N. Aldrich	
J. A. Perkins	Poughkeepsie, N. Y.
P. W. GALLAUDET	New York city.

Title of company, New York and Massachusetts Railway Company.
General offices at Poughkeepsie, N. Y.
Date of close of fiscal year, September 30,
Date of stockholders' annual meeting, first Tuesday in July.
For information concerning this report, address J. A. Perkins, General Superintendent.

#### NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1873.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	00	MMON.	. PREFERBED.		Cash realized	
•	No. of shares.	Par value.	No. of shares.	Par value.	on amount outstand- ing.	
Authorized by law or charter	200,000	\$20,000,000	50,000	\$5,000,000		
Issued for actual cash			26,668	\$2,666,800	*\$2,820,190 01	
tion. Issued	197,590 †2,410	\$19,759,000 241,000				
Total now outstanding	200,000	\$20,000,000	26,668	\$2,666,800	\$2,820,190 01	

Grand total of common and preferred stock now outstanding.....

\$22,425,800

#### FUNDED DEBT.

		earts.	INTEREST.				Cash realized
DESIGNATION OF LIEN.	Date.	Term, y	Rate.	When payable.	Amount authorized	Amount outstanding.	on amount outstand- ing.
First mortgage bonds First mortgage bonds		29 29	p. c. 7 6	Jan. 1, July 1 Jan. 1, July 1	\$6,000,000 4,000,000	\$6,000,000 4,000,000	\$9,515,025 38
Second mortgage bonds	June 22, 1882	20	6	Feb. 1, Aug. 1	4,002,000	4,002,000	4,856,197 42
bonds Boston Terminal, first	June 22, 1882	20	3	Feb. 1, Aug. 1	998,000	998,000	]]
mortgage bonds Mortgage notes	April 1, 1889 Feb. 10, 1887		434	Apr. 1, Oct. 1 Feb.10, Aug. 10		1,386,000 60,000	
Ourtis wharf, Boston Piper wharf, Boston. Equipment purchas'd from Milford & Woonsocket R. R.	Oct. 1, 1888 Dec. 1, 1877	5	51/6	Apr. 1, Oct. 1 Monthly	:::::::::	90,000 200,008	] .
Co	Sept. 30, 1887	,	6	May 1, Nov. 1		22,625	
Total		····				\$16,748,625	\$14,371,222 80

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.	
Grading, masonry and ballast Bridges. Superstructure (including ties) and rails			

<sup>\*</sup>Common stock issued in exchange for Boston, Hartford and Erie railroad Berdell bonds, the New ork and New England railroad, being the successor of the Boston, Hartford and Erie Railroad Company. †Boston, Hartford and Erie Railroad Company. †Issued for acquirement of property covered. †Boned for acquirement of property covered. †Due March 1, 1893.

# Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenge	r.	Freight.	Total.
Maintenance of equipment:		_		
Repairs of locomotives	\$99,617	11	\$184,774 59	\$234,891 7
Benairs of cars	118,534	24	183,628 25	302,162 4
Repairs of cars Repairs of machinery and tools	28,934	03	19,981 62	43,915 6
Other expenses for maintenance of equip-		- 1		
ment	72,563	20	62,137 29	134,700 4
Total	\$314,648	58	\$400,521 75	\$715,170 3
Conducting transportation:		90.1	#100 PK1 40	
Wages of conductors and men Wages of engineers and firemen	\$121,068 111,376 181,321	90	\$190,851 42 169,816 79	\$311,419 7
Fuel for locomotives	101 001	70	308,669 94	281,193 9 489,991 6
Oil and weets	8,466	12	11,277 64	19,743 %
Oll and waste	15,812	34	13,200 96	19,743 8
Water supply Other train supplies or expenses.	85 060	40	85,106 52	29,013 10 100,375 9
Wages of station agents and clerks	65,269 48,772	21	147 024 45	100,315 8
Wages for labor at stations	21,212	04	147,934 45 197,238 13	196,707 0
Station supplies	18,547	40	29,250 88	218,450 1 47,798 3
Station supplies	10,541		·	41,180 3
men	31,634	54	129,132 60	160,767 1
men Other expenses for conducting transportation	107 701		117 000 00	0.00 000 00
	125,701	D4	117,236 23	242,937 7
Total	\$749,182	30	\$1,849,215 56	\$2,098,397 8
General expenses:	900 000		401 071 51	
Salaries of general officers and clerks	\$38,298	81	\$31,974 24	
General office expenses and supplies.  Stationery and printing.  Outside agencies and advertising.  Legal expenses.  Loss and damage of freight and baggage.  Damage to cattle and property.	4,968 5,210 2,276	26	4,147 82	9,116 0
Stationery and printing	5,210	76	4,350 27 8,651 78	9,661 0
Quitaide agencies and advertising	2,276	19	8,651 79	10,927 97
Legal expenses	21,048	62	17,572 70	38,621 35
Fogs and damage of freight and paggage	79	50	18,052 49	13,131 9
Damage to cattle and property	3,059	73	4,296 95	7.356 66
Injuries to persons.	6,767 18,336	52	6,133 51 37,983 82	12,901 0
Telegraph maintenance and operation Mileage of cars of other companies (debit	18,336	37	87,988 82	56,320 19
balance)	0.750		05 000 05	00.004.4
Other general expenses	2,753 7,924	95	85,930 85 6,616 25	38,684 19 14,541 20
Total	\$110,724	06	\$170,710 68	\$281,434 73
Grand total operating expenses	\$1,498,184	42	\$2,220,597 84	\$3,718,782 26
	<b>V</b> 1,100,101			15,126,165
General Balance Sh	pet Septen	abei	r <b>30</b> , 1889.	
Cost of road				. \$34,063,122 80
Cost of equipment				4,570,712 40
Other permanent investments, as follows, viz.				
Stock of other companies				100.000 00
Chamber of the second s		••••	• • • • • • • • • • • • • • • • • • • •	100,000 00
Ourrent assets, as follows, viz.:			***	1
Das be seemed	• • • • • • • • • • • • • • • • • • • •	••••	\$90,020 91	
Open essents	· · · · · · · · · · · · · · · · · · ·	• • • • •	302,308 80	,
Cash on hand Due by agents Open accounts Materials and supplies	•••••	• • • • •	319,180 91	
maranara and and butas	• • • • • • • • • • • • • • • • • • • •	• • • • •	202,000 90	7 A18 677 61
Profit and loss (deficiency)				1,213,877 31
From and loss (denoising)	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • • • • • • • • • • • • • • • • •	533,764 30
				\$40,480,976 81
Liabile				
Capital stock	1155.			\$22,666,800 00
Funded debt				16,748,625 00
Capital stock	cester Rail	road	••••••	61,422 99
Current liabilities, as follows, viz.:				
Interest on funded debt due and accrued			\$245,515 00	)
Dividends unpaid			93,338 00	)
Audited vouchers and pay-rolls			275,319 03	}
Open accounts	· · · · · · · · · · · · · · · ·		271,844 81	
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Dividends unpaid Audited vouchers and pay-rolls Open accounts Loans and bills payable	• • • • • • • • • • • • •	• • • • •	49,600 00	094 414 44
Credit balances				935,616 84 68,511 98
				\$40,480,976 81
	•			

# NEW YORK AND NEW ENGLAND.

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	778,780 25,924,567 1,866,474 197,622,879	6,881,454 71,477,393 850,690 87,076,688	7,660,284 97,401,960 2,717,104 234,699,067
Passenger train mileage. Freight train mileage. All other train mileage.			1,957,204 1,631,280 960,350
Total train mileage			4,548,784

. ITEM.	Earnings.		Earnings.		Earnings.		Expens	ев.	Profit	•
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried  Average per passenger train per mile  Average per passenger train per mile  Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried  Average per ton of freight per mile  Average per freight train per mile.	\$2,243,014 1 1 1 3,820,393 1	292 023 139	\$1,498,184 2,220,597	195 015 765	\$744,829 1,099,796	097 008 374				

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes. Average rate received per mile per ton for carry- ing freight, all classes.	Cents.	Cents. 1.95	Cents.
ing freight, all classes	1.08	2.88	1.86

#### Description of Road and Equipment.

	MILES	OWNED.	. A	TOTAL	MILES.
TRACK.	Length in N. Y. State.	Entire length.	Miles leased outside N. State.	Length in N. Y. State.	Entire length.
Main line from Boston to Hopewell Junction, single track	30.45	274.99 88.50	105.86	80.45	274.99· 188.86·
Total single track	80.45	358.49	105.36	80.45	463.85
Second track on main line		108.10			108:10

# REPORT OF THE RAILBOAD COMMISSIONERS.

#### Description of Road and Equipment - (Continued).

	MILES	OWNED.	Æ.	TOTAL	MILES.
Track.	Length in N. Y. State.	Entire length.	Miles leased, outside N. State.	Length in N. Y. State.	Entire length.
Sidings and turnouts on main line	13.47	106.87 31.98	26.82	18.47	106.87 58.75
Total sidings and turnouts	13.47	138.80	26.82	13.47	165.62
Grand total of tracks, sidings and turnouts $\dots$	43.92	605.39	182.18	43.92	737.57
Laid with steel rail, main line	30.45	274.99 75.05 8.45	99,63 5,73	30.45	274,99 174.68 14.18

Average life of rails—steel, 10 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 75 lbs., minimum, 80 lbs.; iron, maximum, 60 lbs., minimum, 54 lbs.; gauge of track, 4 feet, 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCE OF ROAD.	From	То	Entire length outside N. Y, State.	Owned or leased.	Miles laid with steel rail	Miles laid with iron rail.
Woonsocket division	Cook street, Newton,	Wasseshat D I			<b>~</b> ~	
Southbridge branch	Providence, R. I	Woonsocket, R. I., Southbridge, Mass. Dedham, Mass Providence, R. I Hartford, Conn Junc. B. & A. R. R.	28.62 17.36 1.53 .62 .67	Owned Owned Owned Owned	28.62 17.36 .30 .62 .67	1.23
Melrose branch	Melrose, Conn	Springfield West street, Rock-	27.48	Owned	27.48	••••
Rhode Island and Mass. branch Rockville branch. Norwich and Worcester branch Boston and Albany Railroad Milford branch.	Franklin, Mass Vernon, Conn	ville, Conn Valley Falls, R. I Rockville, Conn Worcester, Mass	7.22 13.60 4.43 66.16 1.20 19.97	Owned Leased Leased Leased Leased	13.60 4.43 60.43 1.20 19.97	7.22 5.73
Total owned Total leased			83.50 105.86		75.05 99.63	8.45 5.73
Grand total	····		188.86		174.68	14.18

	IN NEW Y	ORK STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	7 13 4	Feet. 318.5 829.5 2,692	83 130 42	Feet, 6,050.5 10,482 10,300	
Total	24	8,840	258	26,832.5	

#### NEW YORK AND NEW ENGLAND.

#### Description of Road and Equipment - (Continued).

Locomotives, 8-drivers	16 62 82	<u>4</u> 16	16 66 98	168,450 184,000	16 66	
				166,850	89	29
Total	160	20	180		171	29
First-class passenger cars	240 27 267	15 8 18	255 30 285	67,200 53,900	255 30 285	255 30 285
Box freight cars	471 1,657	257 290 171 6 2	1,750 63 761 1,828 431 70 9 23	21,500 25,900 10,000 22,100 16,000 12,000 18,000 20,000	12	58 - 63 

Westinghouse automatic air brake, Janney-Miller and Janney coupler on passenger cars, Dowling and Safford coupler on freight cars.
Wharton and split switch in general use on road.

#### Miscellaneous Statistics.

. ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles Railroads crossing road at grade Railroads crossing road over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings at grade protected by electric bells Highway crossings over or under grade Overhead obstructions less than 20 feet above track	2	25.8 18 10 419 68 7 185

Passenger cars are heated by steam from engines, Safety Heating and Lighting Company's system, and Spear and Baker heaters as auxilliaries; lighted with oil lamps burning 300°, fire test oil, and ventilated by ventilators in clear story.

Adams Express Company runs over this line, paying 40 per cent gross earnings.
Pullman's Palace Car Company's sleeping cars, New York, New Haven and Hartford Railroad Company's parlor cars, New York and New England Railroad Company's dining cars run over this line.
Star Union line, Empire line and Eric Despatch run over this line; current tariff rates on percentage basis when such rates pay a prescribed minimum; cars are jointly exchanged, and no preference in speed or order of transportation is given to them.

For transporting mails, payment is made by the United States Government at a fixed rate per mile, regulated by routes and weight.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.				
Flour.	49,435,43	1.8				
Grain Meats and provisions	98,871.57 44,186.78	3.6				
Live stockLive stock	8,569.70 180.040.02	.8				

#### Miscellaneous Statistics - (Continued).

ITEM.		Per cent.
Pig and bar iron and steel. Iron or other ores. Coal and coke. Petroleum and other oils. Manufactures All other merchandise. All other agricultural products All other articles not included above.	24,285.02 29,492.90 813,826.77 27,535.39 279,166.12	.9 1.1 80 1 10.8 21.7 6.9
Total		100

#### ACCIDENTS.

· · · · · · · · · · · · · · · · · · ·	Injured.	Killed.	Total.
Passongers Employees Others	303	5 10 30	37 313 83
Total	388	45	433

#### EMPLOYEES.

Average number of persons employed (including officials) during year	4.117
	\$2,583,701 51

#### Officers of the Company.

Name.	Title.	Official Address.
J. A. Bostwick	President	36 Wall St., New York city.
WILLIAM P. SHINN	. Vice-President	244 Federal St., Boston, Mass. 244 Federal St., Boston, Mass.
J. W. PERKINS	. Rec'y, & Asst. to President.	244 Federal St., Boston, Mass.
GEORGE B. PHIPPEN	Treasurer	244 Federal St., Boston, Mass.
A. A. JACKSON	. General Superintendent	244 Federal St., Boston, Mass.
R. E. EAVENSON		224 Federal St., Boston, Mass.
L. W. PALMER		Hartford Conn
	Supt. Woonsocket Div	
	Supt. Nor. and Wore. Div	
I. B. BIDWELL	Chief Engineer	224 Federal St., Boston, Mass.
A. C. WOODWORTH	General Roadmaster	224 Federal St., Boston, Mass.
J. B. HENNEY		
R. E. ROCKWELL	Purchasing Agent	198 Summer St., Boston, Mass.
G. L. LANG		224 Federal St., Boston, Mass.
		224 Federal St., Boston, Mass.
E. P. VINING	Conoral Fraight Agent	246 Federal St., Boston, Mass. 244 Federal St., Boston, Mass.
	Division Freight Agent	
G. A. HARRIS		
A. C. KENDALL	General Passenger Agent.	244 Federal St., Boston, Mass.
F. KNOWLAND	General Agt. Traffic Dept	349 Broadway, N. Y. city.
W. H. DUDLEY	Auditor	244 Federal St., Boston, Mass. •
B. F. CASH	Assistant Auditor	244 Federal St., Boston, Mass.
	General Counsel	
R. M. BALTONSTALL	General Solicitor	244 Federal St., Boston, Mass.

#### Directors of the Company.

Name.	Residence.
Wm. P. Shinn	Boston, Mass.
JONAS H. FRENCH	Boston, Mass.
EUSTACE C. FITZ	
EUGENE V. R. THAYER	Boston, Mass.
CHAS. A. PRINCE	Boston, Mass.
ROYAL E. ROBBINS	Boston, Mass.
NICHOLAS SHELDON	Providence. R. I.
R. F. VAUGHAN	Providence. R. L.
JAMES L. HOWARD	Hartford, Conn.

Name. DAVID_SPLUME	Residence.
GEO. M. LANDERS. THOS. RUTTER JNO. L. MACAULAY	New York city.
ALEX. E. OBB. SIDNEY DILLON HENRY HENTZ.	New York city, New York city. New York city.
J. A. Bostwick Arthur Sewall E. V. Carey	New York city.
Title of company, New York and New England Bailroad General offices at Boston, Mass., 244 Federal street. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday i For information concerning this report, address W. H. 1	Company.

Authorized by law or charter	For history of or	ganization, e	etc.,	see l	Repo	ort of 1888.					
Authorized by law or charter		Capit	tal :				d De	bt.		•	
Authorized by law or charter 505,000 \$50,500,000 Issued for stock of the New York and New Haven and the Hartford and New Haven and the Hartford and New Haven and the Hartford and New Haven Railroad Companies and now outstanding.    Designation of Lien.   Date.											sh realized
Number of stockholders  Funded Debt.  Funded Debt.  Funded Debt.  Presignation of Lien.  Date.    Comparison of Lien.   Comparis							eres.	Par	value.	outstanding	
FUNDED DRBT.  DESIGNATION OF LIE S.   S.   INTEREST.   Amount author-outstand-outs ing.   On a course ing.	Authorized by law Issued for stock of Haven and the l Railroad Compan	or charter						\$15,500,006			
Cost of Road and Equipment.    Additions or betterments during Sept. 30, 1889.   Sept. 30, 1889.   Cost of Road and Equipment   Cost	Number of stockho	lders	==				'				3,488
First mortgage June, 1883 20 4 June & Dec. \$5,000,000 \$2,000,000 \$2,047  Cost of Road and Equipment.  Road. Additions or betterments during year ending Sept. 30, 1889.  Additions or betterments of rotal of some ending Sept. 30, 1889.	Designation of	Da4-	years.	-	INT	EREST.					Cash realized on amount
Cost of Road and Equipment.  Cost of Road and Equipment.  Road.	Lien.	Date.	Term.	Rate.	p						outstand- ing.
ROAD.  RO	First mortgage	June, 1883	20		Jui	ne & Dec.	\$5,0	\$2,000,		000	\$2,047,971 09
ROAD.  RO		Cost	of I	Road	dan	d Equip	men	t.			
Frading, masonry and ballast		Road	•				!	better	ments	of ec u	otal cost road and nuipment p to Sept. 30, 1889.
12,092 92   12,092   12,0	Rridges Superstructure (inc Land Fences Passenger and frei	luding ties).	••••	• • • • • •				10 72 498 3	,405 47 ,094 92 ,997 64 ,004 02 ,268 92		

	- · · · · · · · · · · · · · · · · · · ·	 	
	Road.	Additions or betterments during year ending Sept. 30, 1889.	equipment
Rridges Superstructure (inc	and ballastluding ties)	 10,405 47 72,094 92	
Fences	ght stationsses sesorted up to September 30, 1888.	 3,004 02 171,268 92	\$16,522,412 34
Total cost of ro	ad	 \$1,190,242 95	\$17,712,655 29

# Cost of Road and Equipment - (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Locomotives. Passenger cars Freight and other cars Barges, floats and tugs. Cost of equipment as reported up to September 30, 1888	\$87,751 51 173,886 40 67,592 27 71,026 93	\$3,061,316 02
Total cost of equipment	\$400,257 11	\$3,461,578 13
Grand total cost of road and equipment	\$1,590,500 06	\$21,174,228 42
Cost of four tracks, including grading, ballasting, real eand change of grade in grade crossings. Cost of separations of grade crossings other than in connetracking. Real estate. Improvements at Asylum street, Hartford. Hartford passenger station Second track, Shore Line division. New bridge, James street, New Haven, balance of cost. New transfer boat "Maryland" New tugs and floats, balance of cost. Fourteen new passenger coaches, three parlor cars, one sling car, six combination cars, and this company's propor of cost, four drawing-room cars, four passenger coaches, two combination cars for Shore Line. One hundred new express freight cars. Ten locomotives	\$70,082 93 eep- tion and 173,886 40 67,592 27	\$521,806 36 17,274 84 891,877 12 42,839 91 137,106 59 36,177 33 50,50 43,011 50
Total	<del></del>	\$1,590,500 06
Income Account for Year Ending Septements of the Ending Septement for Year Ending Septement Gross earnings from operation	•	
Net earnings from operation	•	
Income from other sources, as follows, viz.:		
Rents		119,526 10
Gross income from all sources.  Deductions from income, as follows, viz.: Interest on funded debt due and accrued.  Rentals.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Interest on other debt, less interest and dividends received.	\$80,000 00 958,359 50 73,513 50	\$3,185,278 28
Natingame from all converg		1,552,203 91
Net income from all sources		\$1,633,069 32
Dividends declared, 10 per cent	-	1,550,000 00
Surplus for year ending September 30, 1889	•••••••••••••••••••••••••••••••••••••••	\$83,069 32
General Income Account.		
Surplus for year ending September 30, 1889	. \$83,069 32 . \$,554,942 14	\$3,638,011 46
Worthless amounts charged off		4,800 89
Total surplus September 30, 1889		\$3,633,711 07

#### DETAILED STATEMENT OF RENTALS.

Harlem River and Portchester Railroad	\$170,000	00
Stamford and New Canaan Railroad	4.000	
Naugatuck Railroad	206,000	00
Boston and New York Air Line Railroad	146.670	00
Shore Line Railway	100,000	00
New Haven and North Hampton Company	299.657	
Hartford and Connecticut Valley Railroad	82,032	
Total amount of rentals deducted from income	\$958,359	50

# Analysis of Gross Earnings and Operating Expenses.

#### EABNINGS.

	Passenger.	Freight.	Total.
Freight, through			
Passengers, through	•••••	\$4,109,067 04	\$4,109,067 04
	\$5,222,879 85	l i	5,222,879 80
Mail			246,326 97
Express Miscellaneous, as follows, viz.:		•••••	274,497 02
Parlor and sleeping cars	192,617 50		192,617 50
Excess baggage	33.990 51		83,990 5
Passenger car mileage	14,248 48		14,248 48
Passenger, miscellaneous	16,905 68		16,905 68
Hoisting		49.943 90	49,948 90
Wharfage		10.091 61	10,091 61
Freight, miscellaneous		23,259 88	23,259 83
Total gross earnings	\$6,001,465 51	\$4,192,861 88	\$10,193,827 89

#### OPERATING EXPENSES.

Maintenance of way and structures: Repairs of track	\$92,494	79	\$52,028	32	\$144,523 11
New steel rails laid, 5,946 tons; cost, \$166,488. Repairs of roadbed	577,760	28	824,990	15	902,750 48
cattle-guards)	107,630 118,167		60,541 184,423		168,172 16 302,591 90
Repairs of fences. Other expenses for maintenance of way and	20,841		11,723		32,564 14
structures	93,585	49	86,459	66	180,045 15
Total	\$1,010,479	78	\$790,167	11	\$1,780,646 89
Maintenance of equipment:		•		<u>-</u> -	
Repairs of locomotives	\$221,926 235,457		\$142,214 232,381		\$364,140 79 467,839 14

Repairs of machinery and tools	22,133 00	25,642 43	47,775 48
ment		53,295 10	63,369 90
Total	\$479,591 35	\$453,533 91	\$933,125 26

Conducting transportation:			
Wages of conductors and men	\$346,079 40	8374.596 58	<b>\$720,675 98</b>
Wages of engineers and firemen	265,682 96	166.078 03	431,760 99
TORKED OF GUICETE BUILDING TOTAL OF THE STATE OF THE STAT	200,002 90		587,566 55
Fuel for locomotives	341,649 81	245,916 74	
Oll and waste	87.330 87	21.573 84	68,904 21
Water supply	24,836 22	18,970 88	88,806 60
Other And In man all an an annual and	50.944 87	8.013 08	58,957 45
Other train supplies or expenses	50,944 31		879,804 30
Wages of station agents and clerks	98,644 42	281,159 86	819,002 00
Wages for labor at stations	397,989 79	378.590 28	778,580 07
Rtation aumplion	70,047 09	87,675 70	107,722 79
Station supplies	10,041 09		208,239 17
Wages of watchmen, flagmen and switchmen	103,650 38	104,588 79	2001200 -
Other expenses for conducting transporta-		1 1	
tion	1.251 55	165,510 95	166,762 50
топ	1,201 00	100,010 00	
		A4 FOR 450 55	\$3,535,780 61
Total	\$1,738,106 86	\$1,797,673 75	\$3,000,100
		. 1	

#### Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenger.	Freight.	Total.
General expenses:		;-	
Salaries of general officers and clerks General office expenses and supplies	\$114,648 60	\$89,004 32	\$203,652 9
deneral office expenses and supplies	5,063 95	2,848 48	7,912 4
Stationery and printing	27,998 57	22,367 86	50,365 9
Jutside agencies and advertising	19,274 28	10 050 04	19,274 2
Rents	166,172 52 130,938 06	18,252 24 73,894 69	184,424 7
Legal expenses Loss and damage of freight and baggage Damage to cattle and property	359 58	9,442 16	204,832 7 9,801 7
Damage to cattle and property	4,280 96	2,101 49	6,332 4
Injuries to persons Telegraph maintenance and operation Mileage of cars of other companies (debit	59,295 87 17,491 02	21,569 17 22,692 92	80,865 ( 40,183 §
balance)Other general expenses	1,539 32	115,924 50 3,417 49	115.924 5 4,966 8
Total	\$547,012 68	\$381,514 82	\$928,527 5
Grand total operating expenses	\$3,775,190 67	\$3,352,889 59	\$7,128,080 2
General Balance Sheet Assa Cost of road	TS.		\$17,712,655
Cost of equipment	•••••	•••••	3,461,573 1
_ Current assets, as follows, viz.:			
USAN ON DANG	•••••	. \$250,299 25	
Due by agents		. 56,967 00 . 86,675 34	
Open accounts		279.564 72	
Cash on hand. Bills receivable Due by agents. Open accounts. Materials and supplies.		. 279,564 72 . 671,395 61	
Stocks and bonds owned	• • • • • • • • • • • • • • • • • • • •	. 2,883,514 84	3.675.416.9
Stocks and Donds owned	••••••	2,883,514 84	
Stocks and bonds owned	••••••••••••	2,883,514 84	
Capital stockLiabil	ITIES.	2,888,514 84	\$24,852,644 6 \$15,500,000 0
Capital stockLIABIL	ITIES.	2,333,014 34	\$24,852,644 6 \$15,500,000 6
Capital stockLIABIL	ITIES.	2,333,014 34	\$24,852,644 6 \$15,500,000 6
Capital stock	ities.	2,333,014 34	\$24,852,644 6 \$15,500,000 0
Capital stock	ities.	2,333,014 34	\$24,852,644 6 \$15,500,000 6
Capital stock	ities.	2,333,014 34	\$24,852,644 6 \$15,500,000 0
Capital stockLIABIL	ities.	2,333,014 34	\$24,852,644 6 \$15,500,000 0 2,000,000 0
Capital stock	ITIES.	. \$26,666 67 3,556 50 250,073 03 203,817 41 800,000 00	\$24,852,644 6 \$15,500,000 0 2,000,000 0
Capital stock	ITIES.	. \$26,666 67 3,556 50 250,073 03 203,817 41 800,000 00	\$15,500,000 0 2,000,000 0 1,284,133 6 2,434,800 0 3,633,711 0
Capital stock	ITIES.	\$26,666 67 3,556 50 250,048 03 203,817 41 800,000 00	3,676,416 2 \$24,852,644 6 \$15,500,000 0 2,000,000 0 1,284,133 6 2,434,800 0 3,633,711 0 \$24,852,644 6
Capital stock	ITIES.	\$26,666 67 3,556 50 250,048 03 203,817 41 800,000 00	\$15,500,000 0 2,000,000 0 1,284,133 6 2,434,800 0 3,633,711 0
Capital stock	rries.	. \$26,666 67 3,566 50 250,568 03 203,817 41 800,000 00	\$24.852,644 6 \$15.500,000 6 2,000,000 6 1,284,133 6 2,434,800 6 3,633,711 6 \$24.852,644 6
Capital stock	rries.  Page Statistic  Through.	2,333,514 34 . \$26,666 67 . 3,556 50 . 250,058 03 . 203,817 41 . 800,000 00	\$24,852,644 6 \$15,500,000 6 2,000,000 6 1,284,133 6 2,434,800 6 3,633,711 6 \$24,852,644 6 Total.
Capital stock	rries.	. \$26,666 67 3,566 50 250,568 03 203,817 41 800,000 00	\$24,852,644 6 \$15,500,000 6 2,000,000 6 1,284,133 6 2,434,800 6 3,633,711 6 \$24,852,644 6 Total.
Capital stock	Through.	2,333,514 34  . \$26,666 67 3,556 50 250,058 03 203,817 41 800,000 00  Local.  11,427,635 225,685,309	\$24.852,644 ( \$15.500,000 ( 2,000,000 ( 1,284,133 ( 2,434,800 ( 3,635,711 ( \$24.852,644 ( Total.
Capital stock	Through.  1,007,046 78,872,999 1,988,665 173,661,878	2,333,514 34  . \$26,666 67     3,556 50     250,078 03     203,817 41     800,000 00  Local.  11,427,635 225,685,309 1,307,580	\$15,500,000 (2,000,000 (2,000,000 (4))  1,284,133 (2,434,800 (3,633,711 (4))  Total.  12,434,6 (568,3 (3,276,2 (2)),937,9
Capital stock	Through.  1,007,046 78,872,999 1,988,665 173,661,878	2,333,514 34  . \$26,666 67     3,556 50     250,078 03     203,817 41     800,000 00  Local.  11,427,635 225,685,309 1,307,580	\$15,500,000 (2,000,000 (2,000,000 (4))  1,284,133 (2,434,800 (3,633,711 (4))  **Total.**  Total.**  12,434,6304,586,33,276,2,225,937,9  3,681,58
Capital stock	Through.  1,007,046 78,872,999 1,988,665 173,661,878	2,333,514 34  . \$26,666 67     3,556 50     250,013 03     203,817 41     800,000 00  Local.  11,427,636     225,685,309     1,307,580     52,276,528	\$24.852,644 ( \$15.500,000 ( 2,000,000 ( 2,000,000 ( 1,284,133 ( 2,434,800 ( 3,633,711 ( \$24.852,644 (  Total.  12,434,6 304.558,3 3,276,2 225,937,9  3,681,5 2,145,3
Capital stock	Through.  1,007,046 78,872,999 1,988,665 173,661,878	2,333,514 34  . \$26,666 67     3,556 50     250,078 03     203,817 41     800,000 00  Local.  11,427,635 225,685,309 1,307,580	\$15,500,000 (2,000,000 (2,000,000 (4))  1,284,133 (2,434,800 (3,633,711 (4))  Total.  12,434,6 (568,3 (3,276,2 (2)),937,9

#### Traffic and Mileage Statistics - (Continued).

ITEM.		Earnings.		Expenses.		•
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried	\$6,001,465 1	51 482 0197 630	\$3,775,190 1	67 303 0124 025	\$2,226,274	84 179 0078 605
miscellaneous earnings)	4,192,861	88 279 0185 954	_	59 028 0148 5 <b>6</b> 3	839,472	29 256 003 391

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	2	Cents.	Cents.
Average rate received per mile per ton for carry- ing freight, all classes	1.5	2.88	1.82

#### Description of Road and Equipment.

	MILES	OWNED.	MILES	LEASED.	TOTAL	MILES.
TRACE.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Woodlawn Junction, N. Y., to Springfield. Mass., single track Branches or other roads, single track	14.04	122.44 19.04	11.50	366.60	14.04 11.50	122.44 385.64
Total single track	14.04	141.48	11.50	366.60	25.54	508.08
Second track on main line	14.04	122.44 1.00	11.50	17.87	14.04 11.50	122.44 18.87
Total second track	14.04	123.44	11.50	17.87	25.54	141.31
Third track on main line	9.25 9.25	9.25 9.25	•••••		9.25 9.25	9.25 9.25
Total third and fourth tracks	18.50	18.50			18.50	18.50
Sidings and turnouts on main line	4.47	89.18	•••••		4.47	89.18
Sidings and turnouts on branches or other roads		11.92	21.54	113.65	21.54	125.57
Grand total of tracks, sidings and turn- outs	51.05	384.52	44.54	498.12	95.59	882.64
Laid with steel rail, main line Laid with steel rail, branches or other	46.58	263.38	•••••		46.58	263.38
roads Laid with iron rail, branches or other roads		20.04	23.60	380.24 4.23	23.00	400.28 4.23

Average life of rails — steel, 20 years; average life of ties, 6 years; weight of rails per yard: steel, maximum, 73% pounds, minimum, 60 pounds; iron, maximum, 60 pounds, minimum, 50 pounds; gauge of track, 4 feet 8% inches.; ballasted with stone and gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail	Miles laid with iron rail.
New Britain branch. Middletown branch. Hartford freight b'ch Suffield branch	Windsor Locks,	N w Britain, Ct Middletown, Ct Hartford, Ot		3.18 9.70 .84	Owned Owned	::::	3.18 9.70 .84	
Belle Dock branch	Ct Shore Line Junc- tion, New Haven	Suffield, Ct		4.32	Owned	•••	4.32	 I
Shore Line Railway Boston and New York	New Haven, Ct	Belle Dock, New Haven New London, Ct		1.00 48.53	Owned Leastd	1.00 .97	2.00 49.50	:::: <b>:</b>
Air Line Railway Hartford and Con- necticutValley R.R. Naugatuck R. R	New Haven, Ct. Hartford, Ct Naugatuck June-	Willimantic, Ct Fenwick, Ct		51.50 46.20	Leased		51.50 45.63	.51
New Haven and Northampton Co	tion, Ct	Winsted, Ct Conway Junction.		- 56.55	Leased	5.40	61.96	
New Hartford branch Williamsburg branch	Farmington, Ct North a m p t o n, Mass	Mass New Hartford, Ct.	••••••	94.64 14.09	Leased Leased	::::	94.64 13.30	.79
Turner's Falls branch		Williamsburg, Mass Turner's Falls.	•••••	7.51	Leased		7.48	.03
Holyoke and West- field R. R	Westfield, Mass	Mass	,,,,,,,	10.07 10.32	Leased.		10.07 10.24	
Harlem River and Portchester R. R Stamford and New	New Rochelle Junction. N.Y.	Harlem River, N. Y	11.50	11.50	Leased	11.50	23.00	
Canaan R. R Colchester Railway Waterbury and	Stamford. Ct Turnersville, Ct.	New Canaan, Ct Colchester, Ct	<b></b> .	7.66 3.59	Leased Leased.	::::	7.66 3.59	:::::
Watertown R. R Total	Waterbury, Ct	Watertown, Ct	11.50	4.44 385.64	Leased.	18.87	1.68	2.76 4.28

•	IN NEW Y	ORE STATE.	entire line.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	14 13 7	Feet. 831 392 8,922	218 112	Fret. 21,525 5,875 38,250	
Total	34	10,145	401	65,650	

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers Locomotives, 4-drivers	21 131	6 51	27 182	\$10,000 9,500	112,900 112,590	20 20	159	
Total	152	57	209			••••	159	

#### NEW YORK, NEW HAVEN AND HARTFORD.

#### Description of Road and Equipment - (Continued).

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars Baggage, mail and expr'ss cars	384 90	81 23	465 113	\$5,500 2,000	58,000 50,000	::::	465 113	465 112
*Total	474	104	578				578	578
Stock freight cars	i 596	1	2,027 5 1,263 701 45	\$460 450 385 350 475	31,000 22,000 25,000 20,000 18,000		128	78
Caboose, 8-wheel cars	302 3,083	181	18 483 4,492	650	22,000 23,000		128	78

Westinghouse air brake and Miller hook used on passenger trains (one coach with Janney coupler), Miller hook, Whittemore and ordinary drawbars on freight cars. Split switches are generally used on this road.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
ength of steel rails laid during year in repairs, exclusive		
of 4-track improvement. miles		99.36
Railroads crossing road at grade		18
gailroads crossing road over or under grade		18
lighway crossings at grade without protection		45
lighway crossings at grade protected by gate or flagmen.		89
lighway crossings at grade protected by bells		28
lighway crossings over or under grade	41	266
verhead obstructions less than 20 feet above track	24	199

Passenger cars are heated by Baker and Spear heaters, lighted with oil lamps, and ventilated with hinged and pivoted dome sash and ventilators in dome.

The Adams Express Company runs over this line; the compensation paid by the Express company is based on the space in the cars occupied by its express matter, and varies from time to time as it occupies more or less space.

Sleeping, parlor and dining cars are run over this line, some owned by this company, some by the Monarch Sleeping Car Company, some by the Boston and Albany Railroad Company, some by the New York and New England Railroad Company, and some by this company jointly with the Wagner Palace Car Company, the New York, Providence and Boston Railroad Company and the Old Colony Railroad Company. The haulage of Monarch cars is compensated for by the haulage of this company's cars. Car service and other expenses are divided between this company and the Boston and Albany and New York and New England Railroad Companies on the mileage basis, and the receipts and expenses of the Wagner cars are divided in proportion to each company's interest in the cars.

when owned by this and other companies the receipts are divided in proportion to each company s interest in the cars.

When sleeping and parlor cars are owned by other companies they take the receipts;

when owned by this and other companies the receipts are divided in proportion to each

when owned by this and other companies the receipts are divided in proportion to each company's interest.

The Star Union Line freight cars and cars of the Red Line, White Line, Blue Line and of other transportation companies run over this road, and for the use of their cars this company pays mileage; the company charges for all repairs made on the cars; these transportation companies use cars furnished by themselves; neither their cars nor freight is given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

<sup>\*</sup>In addition to above this company owns three-tenths of twenty drawing-room and eight sleeping cars in Wagner Shore Line, and 124-232 of nine baggage, seven smoking, two postal, two combination cars, and nineteen coaches in Boston and New York Shore Line Express Line.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent	
Flour	49,805	1.5	
Grain	155.014	4.	
Meats and provisions	112.092	3.4	
Live stock	88,003	1.5	
Lumber	291.547	8.9	
Pig and bar iron and steel	125,671	3.8	
Iron or other ores	392		
Coal and coke	596,120	18.5	
Petroleum and other oils	33.093	1	
Manufactures	10.965		
All other merchandise	749,493	99.3	
All other agricultural products	160.245	4.5	
All other articles not included above	953,805	29.1	
Total	8.276,245	100	

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers. Employees. Others	139	2 23 89	26 162 143
Total	217	114	. 831
		·- <u></u>	

#### EMPLOYEES.

Average number of persons employed (including officials) during year	6,991
Aggregate amount of salaries and wages paid them during year	\$4,288,481 59

#### Officers of the Company.

Name.	Title.	Official Address.
CHARLES P. CLARK E. M. REED. O. M. BHEPHARD. WM. I. BISHOP. JF. WM. L. SQUIRE H. M. KOCHERSPERGEE	President	New Haven, Conn. New Haven, Conn. New Haven, Conn. New Haven, Conn. New Haven, Conn.
CHARLES T. HEMPSTEADCHARLES ROCKWELL	General Passenger Agent.	New Haven, Conn.

# Name. GEORGE N. MILLER. GEORGE N. MILLER. WILSON G. HUNT. E. H. TROWBRIDGE. New York city. WILLIAM D. BISHOP NEW HAVEN, CORN. NATHANIEL WHEELER Bridgeport, Conn. HENRY C. ROBINSON EDWARD M. REED CHARLES P. CLARE New HAVEN, CORN. CHARLES P. CLARE New HAVEN, CORN. CHAUNGEY M. DEPEW NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. NEW YORK CITY. HENRY S. LEE NEW YORK CITY. LEVERETT BRAINARD HARTIORD, CONN.

Title of company. New York, New Haven and Hartford Railroad Company. General offices at New Haven. Conn.
Date of close of fiscal year. September 30.
Date of stockholders' annual meeting, third Wednesday in December.
For information concerning this report, address H. M. Kochersperger. Comptroller.

#### NEW YORK AND NORTHERN.

(Date of charter, October 10, 1887.)

For history of organization, see Report of 1888.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

		APITA	- B10	UA.				
	-		CO	MM	on.	PREI	ERRED.	
		No.		P	ar value.	No. of shares.	Par v	alue.
Authorized by charter, issued organization and now outst			0,000		\$3,000,000	60,000	\$6	,000,000
Grand total of common and p	preferre	d stoc	k nov	7 Ol	itstanding.		\$9	,000,000
		FUND	ED DI	BT.				
			years.		INTEREST.	Amou		nount
Designation of Lien.	Date.		Term,	Rate.	When payable.	author ized.		stand- ing.
First mortgage	Oct.	1, 1887 1, 1887	40	p.c. 5	April & Oc June & De			,200,000 ,200,000
Total, as reorganized			ļl.			\$4,400,0	00 \$4	,400,000
Grand total cost of road and  Income Accou Gross earnings from operatic Less operating expenses (exc	equipm nt for	ent, a	s reor Endi	gai	September	r <b>30,</b> 1889.	<del></del>	7,895 79 7,212 62 3,884 67
Net earnings from operation								3,827 95
Income from other sources, a Interest on deposit	s follow	s, viz.	:					1.791 99
Gross income from all sou								5,619 94
Deductions from income, as f Interest on funded debt due a Rentals  "Expenses other than above  Expenses paid which accrued On account of reconstructi approaches.	ollows, and acc	viz.: rued o Octo	ber 1	, 186 e	38bridge and	\$60,000 00 6,000 00 15,300 00 11,151 20		
							124	4,537 88
Deficit for year ending Se	ptember	r <b>3</b> 0, 188	39	••••	• • • • • • • • • • • • • • • • • • • •	••••••	\$5	8,917 44

<sup>\*</sup>These figures show an apparent increase of \$61,951.10 over 1888, for additions and betterments during year ending September 30, 1889 —  $R.\ R.\ Commissioners$ .

#### General Income Account.

Deficit for year ending September 30, 1889				
DETAILED STATEMENT OF RENTALS.				
Manhattan Railway connection				

#### Analysis of Gross Earnings and Operating Expenses.

EARN	ING8.		
	Passenger.	Freight.	Total.
Freight, through			
Passengers, through\$7,019 18	•••••	\$323,282 00	\$328,282 00
Passengers, local 227,010 14	\$234,029 32		234,029 32
<u>Mail</u>	3,118 96		3,118 96
Express Miscellaneous, as follows, viz.:	4,000 00		4,000 00
Telegraph \$1.301 84			
Telegraph \$1,301 34 Rents and privileges 1,481 00		1	
	2,782 34		2,782 34
Total gross earnings	\$243,930 62	\$323,282 00	\$567,212 62
OPERATING	Expenses.	•	
Maintenance of way and structures:	eno 967 41 l	#10 7#0 70 I	A40 100 10
Repairs of track	\$28,367 41 183 60	\$13,760 78 122 40	\$42,128 19 306 00
Repairs of roadbed	6,612 71	1,656 77	8,269 48
Repairs of bridges (including culverts and	5.514 75	3,116 58	0 601 00
cattle guards)	2,510 06	4.603 52	8, <b>631 33</b> 7,113 58
Renairs of fences	937 11	677 74	1,614 85
Other expenses for maintenance of way and	010 00		
structures	813 68	104 79	418 47
Total	\$14,439 32	\$24,012 58	\$68,481 90
Maintenance of equipment:			
Repairs of locomotives	\$13,768 05	\$6,235 68	\$19,998 73
Renairs of cars	10,780 96	14,065 62	24,846 58
Repairs of machinery and tools Other expenses for maintenance of equip-	681 04	349 19	1,030 23
ment	147 72	1,404 87	1,552 59
Total	\$25,372 77	\$22,055 36	\$47,428 13
Conducting transportation :			
Wages of conductors and men	\$18,427 64	\$16,972 59	\$35,400 23
Wages of engineers and Bremen	22,519 29 52,766 82	12,522 49 24,203 96	35,041 78
Fuel for locomotives	1,210 83	693 70	76,970 78 1,904 53
Water supply	1,112 48	382 79	1,495 27
Water supply. Other train supplies or expenses	901 41		2,143 63
Wages of station agents and clerks	14,923 75 2,834 90		31,877 81 19,589 68
Wages for labor at stations		10,102 10	19,009 00
supplies, etc		25,457 91	25,457 91
Station supplies	2,765 44 15,679 76	1,020 53 4,131 23	3,785 97 19,810 99
Wages of watchmen, flagmen and switchmen Rents of buildings, tracks, yards and ter-	10,019 10	1,101 20	12,010 38
minals	2,791 62	19,427 81	22,219 43
Other expenses for conducting transporta-	6.391 69	969 74	7,361 43
tion	0,081 08	308 14	1,301 43

\$142,325 68

\$140,788 81

\$283,059 44

# Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenger.	Freight.	Total.
General expenses:		•	
Salaries of general officers and clerks General office expenses and supplies	\$18,684 71	\$5,144 06	\$23,828 7
deneral office expenses and supplies	2,175 28	552 33	2,727 5
Stationery and printing	2,799 04 1,653 99	1,091 76 6,415 91	3,820 8 8,069 9
AGRI ATTANSAS ANG BUYOTUBINK	8,794 78	960 68	4,755 4
egal expensesoss and damage of freight and baggage	0,702 10	338 39	238 3
Jamage to cattle and property	115 20	142 00	257 2
njuries to persons	1,035 00	130 71	1,165 7
relegraph maintenance and operation  Mileage of cars of other companies (debit	2,586 86	787 59	8,324 4
balance)		2,642 83	2,642 8
balance)Other general expenses	2,017 31	1,466 82	3,484 1
Total	\$34,862 12	\$19,558 08	\$54,415 2
Frand total operating expenses	\$246,999 84	\$206,384 83	\$453,384 6
Ziana sotal opolania, ozponos	<b>4220,000</b> 02	<b>4200,002 00</b>	
General Balance Sheet Assr Cost of road and equipment	TS.		e19 047 005 7
• • •		••••••	\$10,221,09U I
Other permanent investments, as follows, viz.: Beal estate mortgages			10,500 0
Current assets, as follows, viz. :			
Dask on hand		\$97,421 24	
Due by agente		10,773 85	i
Open accounts		67,719 45	
Improvement account	•••••	81,068 75 80,607 51	1
improvement account	• • • • • • • • • • • • • • • • • • • •	80,007 51	
			287,590 86
		,	\$13,495,986 6
Liabili	TIES.		\$13,495,986 6
Qapital stock			\$13,495,986 6 \$9,000,000 0
Capital stock			\$13,495,986 6
Vapital stock			\$13,495,986 64 \$9,000,000 00
Funded debt		• • • • • • • • • • • • • • • • • • • •	\$13,495,986 6 \$9,000,000 0 4,400,000 0
Depital stock Funded debt		\$30,000 00	\$13,495,986 6 \$9,000,000 00 4,400,000 0
Oapital stock  Funded debt.  Charrent liabilities, as follows, viz.:  Interest on funded debt due and accrued Audited youchers and pay-rolls		\$30,000 00 50,676 46 12,235 86	\$9,000,000 00 4,400,000 00
Oapital stock  Funded debt.  Charrent liabilities, as follows, viz.:  Interest on funded debt due and accrued Audited youchers and pay-rolls		\$30,000 00 50,676 46 12,235 86	\$9,000,000 00 4,400,000 00
Vapital stock		\$30,000 00 50,676 46 12,235 86	\$13,495,986 64 \$9,000,000 00 4,400,000 00
Capital stock Funded debt		\$30,000 00 50,676 46 12,235 86 3,074 32	\$9,000,000 00 4,400,000 00
Capital stock Funded debt		\$30,000 00 50,676 46 12,235 86 3,074 32	\$13,495,986 64 \$9,000,000 00 4,400,000 00
Aspital stock  Funded debt  Ourrent liabilities, as follows, viz.:  Interest on funded debt due and scerued  Audited vouchers and pay-rolls  Dpen nocounts  Accounts payable  Tradic and Miles	age Statistic		\$13,495,986 64 \$9,000,000 00 4,400,000 00 95,986 64 \$13,495,986 64
Apital stock Funded debt		\$30,000 00 50,676 46 12,235 86 3,074 32	\$13,495,986 6 \$9,000,000 0 4,400,000 0
Apital stock  Current liabilities, as follows, viz:  Interest on funded debt due and accrued  Audited vouchers and pay-rolls  Deen accounts  Accounts payable  Track and Miles  ITEM.	Through.		\$13,495,986 6 \$9,000,000 0 4,400,000 0 95,986 6 \$13,495,986 6 Total.
Apital stock  Current liabilities, as follows, viz:  Interest on funded debt due and accrued  Audited vouchers and pay-rolls  Deen accounts  Accounts payable  Track and Miles  ITEM.	Through.		\$13,495,986 6 \$9,000,000 0 4,400,000 0 95,986 6 \$13,495,986 6 Total. 1,416,97 10,634,53
Apital stock  Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls Dpen accounts Accounts payable  Track and Miles  ITEM.	Through.  11,952 316,175 87,934		\$13,495,986 6 \$9,000,000 0 4,400,000 0 95,986 6 \$13,495,986 6 Total. 1,416,97 10,534,53 227,88
Apital stock  Current liabilities, as follows, viz:  nterest on funded debt due and accrued  Audited vouchers and pay-rolls  Den accounts  Accounts payable  Tradic and Miles  ITEM.	Through.		\$13,495,986 6 \$9,000,000 0 4,400,000 0  95,986 6 \$13,495,986 6  Total.  1,416,97 10,634,53
Apital stock  Current liabilities, as follows, viz:  Interest on funded debt due and accrued  Audited vouchers and pay-rolls.  Deen accounts  Accounts payable  Tracke and Miles  ITEM.  Number of passengers carried.  Number of tons of freight carried one mile  Number of tons of freight carried one mile	Through.  11,952 316,175 87,934 5,166,514		\$13,495,986 6 \$9,000,000 0 4,400,000 0  95,986 6 \$13,495,986 6  Total.  1,416,97 10,534,53 287,88 11,896,19
Apital stock  Current liabilities, as follows, viz: Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on funded accrued ITEM.  Number of passengers carried ITEM.  Number of tons of freight carried one mile Number of tons of freight carried one mile  Passenger train mileage.	Through.  11,952 316,175 87,934 5,166,514		\$13,495,986 6 \$9,000,000 0 4,400,000 0 95,986 6 \$13,495,986 6 Total. 1,416,97 10,534,53 227,88 11,896,19
Apital stock  Current liabilities, as follows, viz: Interest on funded debt due and accrued Audited vouchers and pay-rolls Dpen accounts Accounts payable  Tracke and Miles  ITEM.  Number of passengers carried Number of tons of freight carried Number of tons of freight carried one mile Number of tons of freight carried one mile Passenger train mileage Freight train mileage	Through.  11,952 316,175 87,934 5,166,514		\$13,495,986 6 \$9,000,000 0 4,400,000 0  95,986 6 \$13,495,986 6  Total.  1,416,97 10,634,53 287,88 11,896,19
Apital stock  Charrent liabilities, as follows, viz.:  Interest on funded debt due and accrued Audited vouchers and pay-rolls  Open accounts Accounts payable  Traffic and Miles  ITEM.  Number of passengers carried Number of tons of freight carried one mile Number of tons of freight carried one mile Number of tons of freight carried one mile	Through.  11,952 316,175 87,934 5,166,514		\$13,495,986 6 \$9,000,000 0 4,400,000 0 95,986 6 \$13,495,986 6 Total.

# Traffic and Mileage Statistics - (Continued).

ETEM.	Earnings. Expenses.		Loss.		
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	\$243,980 62 172 0232 755 323,282 00 1 123 0272 2 04	\$246,999 84 174 0235 765 206,384 83 717 0174 1 302	\$3,069 22 0021 0003 01 Profit. 116,897 17 408 0098 738		

ITEM.  Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local
Average rate received per mile for carrying pas- sengers, all classes	2.22	Cents. 2.22	Cents. 2.22
Average rate received per mile per ton for carry- ing freight, all classes	2.71	2.71	2.71

#### Description of Road and Equipment.

TRACK.	intire length in N. Y. State.
Main line, single track. Branches or other roads, single track	. 54.06 . 3.10
Total single track	57,16
Second track on main line	. 5.00 3.10
Total second track	. 8.10
Sidings and turnouts on main line	. 11.00
Grand total of tracks, sidings and turnouts	. 76.26
w	
Laid with steel rail, main line	. 54.06 . 3.10

Average life of rails—steel, 20 years, iron, 7 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs., iron, 51 lbs.; gauge of track, 4 feet 8% inches; ballasted with stone, cinders and gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS,

Name of Branch of Road.	From	То	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Yonkers branch	Van Cortlandt Junction	Yonkers	3.10	Owned.	3.10	3.10

#### Description of Road and Equipment-(Continued).

RRIDGES.  Iron bridges. Wooden bridges. Wooden trestles		ENTIRE LINE IN NEW YORK STATE.				
		Number.		Aggregate length.		
		35 10 18		Feet. 3,356 178 4,497		
Tota		58	8,03			
		m ach	ped	ped		
EQUIPMENT.	No. owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.		
Locomotives, 6-drivers	3 16	80,000	2 16			
Total	19		18			
Parlor car First-class passenger cars. First-class passenger cars, rapid transit. Combination passenger cars. Combination passenger cars. Combination passenger cars, rapid transit. Baggage, mail and express car	1 14 16 5 5		1 14 16 5 5	14		
Total	42		42	21		
Milk cars Box freight cars Stock freight cars Coal cars, gondolas Flat freight cars Caboose, 4-wheel car Caboose, 8-wheel cars	11 76 2 159 37 1 2					
Total	289					

Westinghouse air brake and Eames' vacuum brake, and Miller platform and coupler are used on passenger cars.

Lorenz switches and a few Wharton switches are in use on line of road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroad crossing road at grade. Railroad crossing road over or under grade	1 15 16 16
Overhead obstructions less than 20 feet above track	6

Passenger cars are heated by Gold system steam heating, lighted with kerosene and ventilated from roof.

American Express Company runs over this line, paying one-third of gross earnings and guaranteeing \$4,000 per annum.

Parlor cars are owned by company, and an additional charge of about one cent per mile is made to passengers using same.

Contract with the United States Government for transportation of mails at \$3,035.77 per annum from July 1, 1885, to June 30, 1899, and \$3,388.55 per annum from July 1, 1889, to June 30, 1894.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.
Milk.	25.518
Flour	773
Grain	24,215
Meats and provisions	1,671
Live stock	710
Lumber	3,051
Pig and bar iron and steel	1,138
Aron or other ores	75,044
Coal and coke	17.565
Petroleum and other oils	2,534 55,569
Manufactures All other merchandise	23,714
All other incidentials	10.019
All other agricultural products  All other articles not included above	46,377
Total	287,881

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Other than passengers or employees	1	3	4

#### EMPLOYERS.

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages paid them during year...... 382 \$256,831 92

#### Officers of the Company.

•
sity.
•

#### Directors of the Company.

Name.	Residence.
C. T. BARNEY	New York city.
J. J. Belden	
A. M. Billings	Chicago, Ill.
THOMAS DENNEY	New York city.
H. F. DIMOCK	New York city.
R. M. GALLOWAY	New York city.
G. G. HAVEN	New York city.
R. S. HAYES	New York city.
WILLIAM MERTENS	New York city.
O. H. PAYNE	New York city.
GEO. W. SMITH	New York city.
W. C. WHITNEY	New York city.

Title of company. The New York and Northern Railway Company. General offices at 32 Nassau street, New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, November 13. For information concerning this report, address W. D. Basley, Auditor. Yonkers, N. Y

#### NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1880.)

For history of organization, etc., see Reports of 1885 and 1886.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	CO	MMON.	PREFERRED.		
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter	630,000	\$63,000,000 00	. 20,000	\$2,000,000	
Issued for property under reorganization plan	581,139,82	\$58,113,982 84	20,000	\$2,000 000	
6 per cent bonds on exchange			19,930	1,993,000	
Total now outstanding	581,139.82	\$58,113,982 84	70	\$7,000	

#### FUNDED DEBT.

D	<b>.</b>	years.		interest.	Amount	Amount	Cash realized
Designation of Lien.	Date.	Term, 3	Rate.	When payable.	authorized. outstan ing.		on amount outstand- ing.
*First mortgage †Consolidated first gold mortgage	Sept. 1, 1884	30	p.c. 6	Mar. & Sept.	\$4,000,000	\$3,448,000	\$3,412,159 45
First mort. bonds in hands of Far- mers' Loan and Trust Co. for ex-	June 1, 1889	50	5	Dec. & June	10,000,000	3,500,000	2,975,000 00
change of pre- ferred stock		<b> </b>				7,000	
Total			<b></b>		\$14,000 00	\$6,950,000	\$6,387,159 45

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Total cost of road up to September 30, 1888. Grading, masonry and ballast. Bridges Superstructure (including ties) Rails and fastenings Land and land damages Fences Passenger and freight stations Shops, machinery and tools.	20,623 93 35,673 47 27,488 65 57,368 49 2,359 77 8,277 01	960,646,425 68

\*Of the first mortgage 6 per cent bonds. \$2,000,000 were authorized for the purpose of exchange for the preferred capital stock.

† Of the \$10,000,000 consolidated first gold mortgage bonds as per term of the mortgage \$4,400,000 is to be used only for the purpose of exchange for or retirement of the present first mortgage bonds, amounting to \$4,000,000, dated September 1, 1884, bearing interest at 6 per cent per annum.

# Cost of Road and Equipment -(Continued).

	· : :	
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Fuel and water stations. Interest and discount charged to construction	\$8,419 72 550,861 56 20,989 22	\$769,735 91
Total cost of road	\$769,735 91	\$61,416,161 59
EQUIPMENT. Total cost of equipment to September 30, 1888 Locomotives Passenger cars Mail, baggage and express cars Freight and other cars.	\$68,358 10 9,642 33 1,996 79 7,367 85	\$1,306,529 79 87,365 07
Total cost of equipment	\$87,365 07	\$1,393,894 86
Grand total cost of road and equipment	\$857,100 98	\$62,810,056 45
Grand total cost of road and equipment	\$607,100 96	\$02,810,000 \$9
DETAILS OF ADDITIONS OR BETTERMENTS DUE Two thousand eight hundred and sixty-six tons of steel rails (less old iron and light steel rails released) used in replac rails on heavy grades on main line, and iron rails on branc Six passenger and freight engines. Four milk cars, two baggage cars and ten refrigerator cars Sundry improvements to rolling stock. Four, six hundred and forty-six thousandths miles addition safety switches. Bridges, trestles, culverts, etc. Passenger depots and freight houses. Grading, sloping cuts, ditches, etc. Water and coal stations. Sundry improvements to line of road. Zigzag tunnel, on account. Extension of workshops, Middletown, Norwich, etc. Land purchases and land damages. Discount on \$3,500,000 five per cent bonds. Accrued interest on five per cent bonds.  Credit. Premium on \$250,000 six per cent bonds.  Total.  Income Account for Year Ending Septen	and fasteningsing light steel thes. s, on account. al sidings and	\$27,488 65 56,428 00 9,330 59 21,506 48 33,953 71 20,632 93 7,779 18 19,551 39 8,419 72 6,411 91 20,981 22 17,288 15 67,368 95 525,000 00 14,737 83 22,373 73 \$868,350 00 \$857,100 98
Gross earnings from operation		\$1,782,327 20 1,426,633 91
Gross income from all sources.  Deductions from income. as follows, viz.: Interest on funded debt due and accrued. Rentals.  Taxes on property used in operation of road, taxes on earlings and capital stock, and other taxes.  Sundry interest and discounts.  Loss on working the Utica, Clinton and Binghamton ar Rome and Clinton railroads.	\$192,000 00 2,134 59 n- 82,809 74	\$355,693 29 294,401 46
Surplus for year ending September 30, 1889		\$61,291 83
General Income Account. Surplus for year ending September 30, 1889		\$61,291 83 236,566 57
Applied in part payment of additions to rolling stock and of line until revenue is reimbursed by sale of capital secu	improvement	\$297,858 40
Balance at credit of profit and loss account September 30, 1 Deducted during year ending September 30, 1889	888	\$372,564 98 48,531 18
Total surplus September 30, 1889	•••••••••••••••••••••••••••••••••••••••	\$924,093 75

#### DETAILED STATEMENT OF RENTALS.

Proportion accrued during fiscal year on \$75,000 of bonds of the Wharton Valley Railway Company at five per cent per annum, guaranteed ......

\$2,184 59

#### Analysis of Gross Earnings and Operating Expenses. EARNINGS.

<u> </u>	NING8.					_
• 1	Passenge	er.	Freight		Total.	
Freight, through. \$210,328 97 Freight, local 934,206 97		-				-
Passengers, through	•••••	•••	\$1,144,595	94	\$1,144,535	94
	\$529,332	37		]	529,332	87
Mail. Express.	25,119 56,660	80		•••	25,119 56,660	30 90
Miscellaneous, as follows, viz.:	00,000	-			00,000	•
Telegraph						
20,000	18,336	78	18,841	97	. 26,678	76
Total gross earnings	\$624,449	29	\$1,157,877	91	\$1,782,327	20
OPERATING	Expenses.		•		-	
Maintenance of way and structures:	\$43,125	91	\$155,883	<b>61</b>	\$199,008	Q4
Repairs of track	420,120			i		
cattle-guarde)	7,022		25,884 8,258	11	82,406	
Repairs of stations, shops, docks, etc Repairs of fences	224	89	812	92	10,548 1,087	81
Other expenses for maintenance of way and structures	9,151		33,078	- 1	42,230	
Total	\$61,808		\$223.418	'	\$285,226	_
10031	\$01,000	01	\$220,910	20	\$280,220	94
Maintenance of equipment:						
Repairs of locomotives	\$34,712 35,011	14	\$36,9 <b>92</b> 70,584	34	\$71,704	
Bepairs of cars Repairs of machinery and tools	9,792	95	14,356	48	105,595 24,149	43
Other expenses for maintenance of equip- ment	1,523	55	5,507	12	7,030	67
Total	\$81,039	.77	\$127,440	07	\$208,479	84
*Conducting transportation:		-	-	- '		
Wages of conductors and men	\$57,064	53	\$60,818	04	\$117,877	57
Wages of engineers and firemen	50,358 74,184	89	53,666 98,083	91	104,025	86
Fuel for locomotivesOil and waste	6,681		10,351		172,267 17,033	21
Water supply	1,571	30	5,679	75	7,251	.02
Other train supplies or expenses	3,573	70	12,917	76	16,491	46
wages for labor at stations	17,595	93	63,603	54	81,199	47
Station supplies Wages of watchmen.flagmen and switchmen	11,454 8,451		14,749 12,477	26	26,203 15,928	37
Terminais	3,604	28	92,001	94	95,606	
Other expenses for conducting transporta- tion	54,741	35	59,285	64 .	114,026	99
Total	\$284,281				\$767,911	_
Commal comments						_
General expenses:  Salaries of general officers and clerks	\$26,903	76	\$28,671	08 .	\$55,574	79
Salaries of general officers and clerks General office expenses and supplies Stationery, printing, outside agencies and	6,397				13,215	
advertising	2,904		3,095		6,000	00
Legal expenses Loss and damage of freight and baggage, damage to cattle and property	3,832	<b>65</b>	4,084	42	7,917	07
damage to cattle and property	1.300		4,699	80	6,000	00
Injuries to persons	5,809 5,480	20	6,1 <b>9</b> 0 19,810		12,000 25,291	00
Mileage of cars of other companies (debit						
balance) Other general expenses	8,551 4,502	90 13	21,881 9,580		24,933 14,083	
Total	\$60,682		\$104,832		\$165,015	_
Grand total operating expenses	\$487,812	_	\$938,821		ے جندید سے	=
	, tors		<b>4.50,021</b>	1	4. 1 1	<b>.</b>

## General Balance Sheet September 30, 1889.

Cost of road	••••••	\$61,416,161 1,393,894	
Other permanent investments, as follows, viz.: Stock of other companies	\$1,500 00 7,500 00 987,170 17	996.170	17
Ourrent assets, as follows, viz.: Caeh on hand	\$1,977,406 19 \$,032 39 186,400 50 124,421 39	2,291,260	
		\$66.097,487	_
Capital stock		\$58,120,982 6,943,000	
Current liabilities, as follows, viz.: Interest on funded debt due and accrued	\$86,143 83 223,601 10 75,106 03 26,761 64		
Bevenue balance account: At September 39, 1888. Fiscal year, September 30, 1889.		411,619	
		297.858	AA
Profit and loss (surplus)		824,033	

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	36,703 11,455,803 143,202 24,767,066	597,687 20,809,573 720,338 60,193,384	634,390 32,265,376 863,540 84,960,450
Passenger train mileage. Freight train mileage. All other train mileage.			741,843 790,512 67,078
Total train mileage			1,599,43

. ITEM.	Earnings,	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$624,449 29 9843 01935 8417 1,157,877 91 1 34 01363	\$487,812 54 7689 01511 6575 938,821 37 1 09 01105 1 18	\$136,636 75 2154 00424 1842 219,056 54 25 00258

#### Traffic and Mileage Statistics - (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first-class	Cents.	Cents.	Cents.
Average rate received per mile for carrying pas- sengers, second class.  Average rate received per mile for carrying pas-	.823		.823
gangara all alegges	1.072	1.954	1.64
Average rate received per mile per ton for carry- ing freight, all classes	.849	1.532	1.847

#### Description of Road and Equipment.

Trace.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, ail in New York State.
Main line from Cornwall to Oswego, single track	278.15 47.02	50.88	273.15 97.90
Total single track	820.17	50.88	371.05
Sidings and turnouts on main line	66.943 3.590		66.943 22.735
Total sidings and turnouts	70.533	19.145	89.678
Grand total of tracks, sidings and turnouts			460.728
Laid with steel rail, main line.  Laid with steel rail, branches or other roads  Laid with iron rail, branches or other roads	273.15 47.02	50.132 .748	273.15 97.152 .748

Average life of rails—steel, none worn out; average life of ties, 9 years; weight of rails per,yard—steel, maximum, 67 lbs., minimum, 50 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with stone and gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Entire length in New York State.	Owned or leased.	Miles laid with steel rail	Miles laid with iron rail
Elleuville branch. Delhi branch. New Berlin branch. Wharton Valley Railway. Utica, Olinton and Binghamton Railroad. Rome and Olinton Railroad. West Shore Railroad.	New Berlin Randallsville Clinton,	New Berlin Edmeston Utics	7.80 16.84 22.38 6.80 31.30 12.78	Owned Leased Leased	7.80 16.84 22.38 6.80 81.30 12.032	.748

<sup>\*</sup>Trackage rights over \$8.07 miles of double track road.

#### Description of Road and Equipment - (Continued).

Porpore	ENTIRE LINE IN NEW YORK STATE.		
Bridges.	Number.	Aggregate length.	
Iron bridges	32 71 107	Feet. 7,987 4,596 20,233	
Total	210	32,806	

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers Locomotives, shifters	13 31 33 4		170,000 126,000 109,300 84,600	5 18 14 20	9 33 33 4	1
Total	81				79	1
First-class passenger cars	39 36 19	\$6,000 8,577 2,457	54,200 44,200 38,600	7 8 9	39 36 19	39 36 19
Box freight cars Stock freight cars Coal freight cars Flat freight cars Milk freight cars Caboose, 4-wheel cars Caboose, 8-wheel cars Derrick cars Tool cars	654 64 787 646 29 16 12 3	\$645 690 513 435 1,270 597 1,466 1,354 2,000 1,720	31,000 14,300 31,100 34,500	8 5 7 12 7 5 9 7 7	29	25 29
Total	2,218				68	54

Westinghouse automatic brake and Miller patent coupler are used on passenger cars; Westinghouse freight brake is used on milk cars; hand-brake and McB. standard drawhead and Smith, Gould, Harrison and Thurman patent couplers are used on freight cars; Lorenz, Tracy and Wharton safety switches are used on road.

#### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	1,143,34
Length of steel rails laid during year in repairs, miles	30,203
Railroads crossing road at grade	
Railroads crossing road over or under grade	
Highway crossings at grade without protection	
Highway crossings at grade protected by gates or flagmen	
Highway crossings over or under grade	
Overhead obstruction less than 20 feet above track	33

Passenger cars are heated by the McElroy system of steam heating; lighted with mineral sperm oil 300°; and ventilated by tilting sash and ventilators in upper deck, ventilators in hoods.

The National Express Company runs over this line; terms, percentage basis; forty to fifty per cent of gross receipts received by Express company on line of railway is paid to railway company for transportation.

Two sleeping cars owned by Pullman's Company, run over this road. This company maintains these cars, exclusive of outside fixtures, in lieu of paying mileage. For short distances, one cent per mile, and for long distances, six-tenths of a cent per mile is charged by the Pullman's Company. For Pullman's parlor and drawing-room cars the railway company pays two and three cents per mile when used.

This company paid to the Pullman's Palace Car Company during the year, \$4,487.08. The rate of compensation for carrying United States mail is fixed by the Post-office Department, and depends upon the weight of mails carried and the facilities furnished

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	19,992	2.32
Grain	45,241	5.24
Meats and provisions	19,044	2.2
Live stock	8,902	1.03
Lumber	62,520	7.24
Pig and bar iron and steel	6,948	.8
Iron or other ores	2,777	.32
Coal and coke	443,565	51.87
Petroleum and other oils	2,426	.28
Shipments of manufactured goods received by railroad com-		_
panies within this State from manufactories within this State	51,907	6.
All other manufactures	22,074	2.56
All other merchandise	55,005	6.37
All other agricultural products	53,064	6.15
All other articles not included above	70,075	8.12
Total	863,540	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
	'		
Employees	2	2	4
EmployeesOthers, not passenger	' 1	5	6
	;		
Total	3	7	10

#### EMPLOYEES.

1,491

#### Officers of the Company.

, Name. Thomas P. Fowler Joseph Price	. Vice-President	Official Address. 16 and 18 Exchange pl., N.Y. city. 5 and 6 Great Winchester St.
JOHN B. KERR	Sec'y and Treas General Counsel General Manager	London. E. C., Eng. 16 and 18 Exchange pl., N. Y. city. 16 and 18 Exchange pl., N. Y. city. 16 and 18 Exchange pl., N. Y. city.
	Passenger Agent Supt. Motive Power Chief Engineer	16 and 18 Exchange pl., N. Y. city. Middletown, N. Y. Middletown, N. Y.
CHARLES A. DRAPER JOHN FLEMING ENGLISH ASSOCIATION OF	Pur. Agt. & Paymas'r,	16 and 18 Exchange pl., N. Y. city. 16 and 18 Exchange pl., N. Y. city.
	-	. 5 and 6 Great Winchester St., London, E. C., Eng.
MESCANTILE TRUST CO	Registrars of Stock	. 120 Broadway, N. Y. city, and 6 Lombard St., London.

#### Directors of the Company.

Name.	Residence.
THOMAS P. FOWLER	16 and 18 Exchange place, New York city.
FRANCIS R. CULBERT	5 and 6 Great Winchester St., London, E. C., Eng. 7 Wall St., New York city.
SAMUEL BARTON	66 Broadway, New York city.
RICHARD IRVIN	19 William St., New York city. 5 West Fifty-third St., New York city.
WILLIAM H. PAULDING	26 Burling Slip, New York city.
HARRY PEARSON	5 and 6 Great Winchester St., London, E.C., Eng.
ALBERT S. ROE	5 and 6 Great Winchester St., London, E. C., Eng. 321 Produce Exchange, New York city.
EBEN K. SIBLEY	160 Broadway, New York city.
JOHN GREENOUGH	309 Walnut St., Philadelphia, Pa.
TOUR GREENOUGH	30 Wall St., New Tork City.

Title of company. New York, Ontario and Western Railway Company. General offices at 16 and 18 Exchange place, New York city. Date of closing of fiscal year, September 30. Date of stockholders' annual meeting, third Wednesday in January. For information concerning this report, address Richard D. Rickard, Secretary and

For information concerning this report, address Richard D. Rickard, Secretary and Treasurer.

### NEW YORK, PENNSYLVANIA AND OHIO.

LESSOR.

LESSEE - NEW YORK, LAKE ERIE AND WESTERN.

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

1	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	700,000	\$35,000,000	200,000	\$10,000 000
Issued for part payment of property, purchased and now outstanding	699,987	34,999,350	200,000	10,000,000

Grand total of common and preferred stock now outstanding...... \$44,999,350 00

#### FUNDED DEBT.

	<del></del>	years.	INTEREST.			
DESIGNATION OF LIEN.	Date.	Term, ye	When payable.	Amount author- ized.	Amount outstand- ing.	
Prior lien bonds		15 25 30 30	p.c. 6 Mar. 1 & Sept. 1 7 Jan. 1 & July 1 5 May 1 & Nov. 1 5 May 1 & Nov. 1	\$8,600,000 44,305,000 14,500,000 30,000,000 \$96,805,000	\$8,000,000 44,305,000 14,500,000 30,000,000	

<sup>\*</sup>There is outstanding the sum of \$12,241,916.25 of "deferred warrants," issued for unearned interest on first mortgage, which are redeemable in first mortgage bonds.

### \*Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast	\$10,840 51	\$316,460 (
Reidona	1,283 40	7,694 (
Tand and land damages	***********	71,928
Fences	1,938 55 1,898 43	56,945 ( 3,815 1
Rails Land and land damages Fences Passenger and freight stations	10,236 22	121,821
Engine and car-houses Shops, machinery and tools, balance of appropriation for moving	12,684 77	88 6
Fuel and water stations	8,067 18	17,527 9 17,988 9
Engineering expenses.  Road built by contract, Akron branch		9,935 9
Ore docks	6,033 95	83,700 1
Interlocking annaratus	984 21 5,388 43	984 2 5,388 4
Telegraph line Signal and whistling posts. Brown's patent hoist for ore docks.	282 76	3,937 8
Brown's natent heigt for one deaks		5.451 8
Manning coal tracks.		28,623 4 624 9
·		
Total cost of road	\$14,268 86	\$752,410 4
Locomotives		\$1,790 2
Mail, baggage and express cars.		1,458 5
Mail, baggage and express cars.  Freight and other cars		8,644 3
Total cost of equipment		\$11,828 1
Grand total cost of road and equipment	****	
	\$44,268 86	\$764,238 6
	·	
DETAILS OF ADDITIONS OR BETTERMENTS DUE Grading and masonry Real estate Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Fences Telegraph Ore docks Interlocking apparatus Akron branch	ING THE YEAR.	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate. Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Telegraph Ore docks Interlocking apparatus	ING THE YEAR.	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Fences Telegraph Ore docks Interlocking apparatus Akron branch	ING THE YEAR.	\$10,840 5 1,746 0 192 5 1,289 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Fences Tolograph Ore docks Interlocking apparatus Akron branch Less balance of appropriation for moving shops, machinery Total  Income Account for Year Ending Septen Percentage of gross earnings from operation, received frental	y and tools	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9 \$46,953 6 2,684 7
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate. Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Fences. Telegraph. Ore docks Interlocking apparatus. Akron branch.  Less balance of appropriation for moving shops, machinery Total.  Income Account for Year Ending Septen Percentage of gross earnings from operation, received f rental.	y and tools	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9 \$46,953 6 2,684 7 \$44,268 8
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate Right of way Bridges Passenger and freight stations Track scales Fuel and water stations Fonces Tolograph Ore docks Interlocking apparatus Akron branch Less balance of appropriation for moving shops, machinery Total  Income Account for Year Ending Septen Percentage of gross earnings from operation, received frental Less general expenses Net earnings	y and tools	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9 \$46,953 6 2,684 7 \$44,268 8
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate. Right of way Bridges. Passenger and freight stations Track scales. Fuel and water stations Fences. Telegraph. Ore docks Interlocking apparatus. Akron branch.  Less balance of appropriation for moving shops, machinery Total.  Income Account for Year Ending Septem Percentage of gross earnings from operation, received for rental.  Less general expenses.	y and tools	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9 \$46,953 6 2,684 7 \$44,268 8
DETAILS OF ADDITIONS OR BETTERMENTS DUR Grading and masonry Real estate. Right of way Bridges. Passenger and freight stations Track scales Fuel and water stations Fonces. Telegraph. Ore docks Interlocking apparatus. Akron branch  Less balance of appropriation for moving shops, machinery Total.  Income Account for Year Ending Septem Percentage of gross earnings from operation, received frental. Less general expenses. Net earnings.	y and tools  standard tools  about 30, 1889.  rom lessee as  \$1,120 50 20,068 96 2,902 81	\$10,840 5 1,746 0 192 5 1,283 4 9,237 4 998 7 8,067 1 1,898 4 282 7 984 2 5,388 4 6,033 9 \$46,953 6 2,684 7 \$44,268 8

Deductions from income, as follows, viz.:  Interest on funded debt due and accrued	
Rentals         491,924 57           Taxes on earnings and capital stock         2,772 17	
Taxes on earnings and capital stock. 2,772 17 Taxes other than above. 1,633 68	
Hire of cars under car trusts	
Hire of locomotives 12.673.98	
VICIO DE LA VICIO DEL VICIO DEL VICIO DE LA VICIO DEL VICIO DEL VICIO DE LA VICIO DE LA VICIO DE LA VICIO DEL VICIO DE	
London agency expenses	
Interest on Cleveland and Mahoning Valley Railway bonds.	
5000HU LIBUX 01,002 01	
Additions on Sharon Railway 10.548 17	
Special fund for payments in account of capital 3,059 74 Special fund for contingent liabilities 176,514 34	
bectal fund for contingent habilities	\$2,034,641 45
Surplus for year ending September 30, 1889	\$28,752 24
General Income Account.	
Surplus for wash anding Santambar 90 1990	<b>6</b> 98 759 94
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	\$28,752 24 68,747 49
Total surplus September 30, 1889	\$97,499 73
DETAILED STATEMENT OF RENTALS.	
Rent of Cleveland and Mahoning Valley Railway lines	\$412,180 00
Rent of Westerman Railroad	39,142 21 5,292 00
Rent of water rights Rent of docks, lots, etc	194 17
Rent of docks, lots, etc	35,116 19
Total amount of rentals deducted from income	\$491,934 57
Company) Warmanaa	
General Expenses.  Selector of congress of clarks	940 445 <b>00</b>
Salaries of general officers and clerks	\$40,445 <b>00</b> 3,852 <b>92</b>
<del>-</del>	\$40,445 00 3,852 92 10,252 12 763 56
Salaries of general officers and clerks	3,852 92 10,252 12 763 56
Salaries of general officers and clerks	3,852 92 10,252 12 763 56
Salaries of general officers and clerks	3,852 92 10,252 12 763 56
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Assets.	3,852 92 10,252 12 763 54 \$55,313 60
Salaries of general officers and clerks General office expenses and supplies Legal expenses. Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS. Cost of property purchased	3,852 92 10,252 12 763 56 \$55,313 60
Salaries of general officers and clerks General office expenses and supplies Legal expenses. Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS. Cost of property purchased	3,852 92 10,252 12 763 56 \$55,313 60
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Asserts. Cost of property purchased Cost of road. Cost of equipment.	3,852 92 10,252 12 763 56 \$55,313 60
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Assets.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.:	\$,352 92 10,252 12 763 54 \$55,313 60 \$154,085,248 23 752,410 44 11,828 16
Salaries of general officers and clerks General office expenses and supplies Legal expenses. Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of road.  Other permanent investments, as follows, viz.: Stock of other companies.	\$1,552 92 10,252 12 763 56 \$55,313 60 \$154,085,248 23 752,410 44 11,828 16
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Asserts.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.:  Stock of other companies	\$,352 92 10,252 12 763 54 \$55,313 60 \$154,095,248 23 752,410 44 11,828 16
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Asserts.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.:  Stock of other companies	\$,352 92 10,252 12 763 54 \$55,313 60 \$154,095,248 23 752,410 44 11,828 16
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Asserts.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.:  Stock of other companies	\$,352 92 10,252 12 763 54 \$55,313 60 \$154,095,248 23 752,410 44 11,828 16
Salaries of general officers and clerks General office expenses and supplies Legal expenses. Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of road.  Other permanent investments, as follows, viz.: Stock of other companies.	\$1,552 92 10,252 12 763 56 \$55,313 60 \$154,085,248 23 752,410 44 11,550 00 25,139 77 2,271 70 49,189 25 22,328 49 26,191 95
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.: Stock of other companies Special additions Additions held in suspense. Ore dock improvements Manning branch extension C. E. Whitehead, trustee, canal lands C. E. Whitehead, trustee, Akron depot.  Current assets, as follows, viz.:	\$,352 92 10,252 12 768 54 \$55,313 60 \$154,065,248 23 752,410 44 11,828 16 11,550 00 25,139 77 2,271 70 49,189 25 22,322 49 26,191 95 12,814 21
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.: Stock of other companies Special additions Additions held in suspense. Ore dock improvements Manning branch extension C. E. Whitehead, trustee, canal lands C. E. Whitehead, trustee, Akron depot.  Current assets, as follows, viz.:	\$,352 92 10,252 12 768 54 \$55,313 60 \$154,065,248 23 752,410 44 11,828 16 11,550 00 25,139 77 2,271 70 49,189 25 22,322 49 26,191 95 12,814 21
Salaries of general officers and clerks General office expenses and supplies Legal expenses. Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Assets.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.: Stock of other companies. Special additions Additions held in suspense. Ore dock improvements Manning branch extension C. E. Whitehead, trustee, canal lands C. E. Whitehead, trustee, Akron depot.	\$,352 92 10,252 12 768 54 \$55,313 60 \$154,065,248 23 752,410 44 11,828 16 11,550 00 25,139 77 2,271 70 49,189 25 22,322 49 26,191 95 12,814 21
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.: Stock of other companies Special additions Additions held in suspense. Ore dock improvements Manning branch extension C. E. Whitehead, trustee, canal lands C. E. Whitehead, trustee, Akron depot.  Current assets, as follows, viz.:	\$1,852 92 10,252 12 768 54 \$55,313 60 \$154,085,248 23 752,410 44 11,828 16 11,550 00 25,139 77 2,271 70 49,189 26 22,328 49 26,191 95 12,614 21
Salaries of general officers and clerks General office expenses and supplies Legal expenses.  Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  Assets.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.:  Stock of other companies. Special additions Additions held in suspense. Ore dock improvements Manning branch extension. C. E. Whitehead, trustee, canal lands. C. E. Whitehead, trustee, Akron depot.  Current assets, as follows, viz.:  Cash on hand.  Sign 184 of Bills receivable.  1,200 of Open accounts.	\$1,0252 92 10,252 12 763 54 \$55,313 60 \$154,095,248 23 759,410 44 11,828 16 11,550 00 25,139 77 2,271 70 49,189 26 22,328 49 26,191 95 12,814 21
Salaries of general officers and clerks General office expenses and supplies Legal expenses Rebates and expenses on business prior to May 1, 1883.  Total  General Balance Sheet September 30, 1889.  ASSETS.  Cost of property purchased Cost of road. Cost of equipment.  Other permanent investments, as follows, viz.: Stock of other companies Special additions Additions held in suspense. Ore dock improvements Manning branch extension C. E. Whitehead, trustee, canal lands C. E. Whitehead, trustee, Akron depot.  Current assets, as follows, viz.:	\$1,052 92 10,252 12 763 56 \$55,313 60 \$154,085,248 23 752,410 44 11,528 16 11,550 00 25,139 77 2,271 70 49,189 26 22,322 49 26,191 95 12,814 21 1,193,938 57 \$156,192,910 78

Current liabilities, as follows, viz.: Interest on funded debt due and accrued	19 19
Special fund for additions Special fund for special additions Special fund for payment of Sharon Railway stock Special fund for contingent liabilities Special fund to meet payments on account of capital Profit and loss (surplus)	763,607 04 25,139 77 35,503 92 281,514 34 42,429 11
	\$156,192,910 78

#### Officers of the Company.

JOHN TODTHOMAS WARNOCK	Title. President Vice-President Secretary and Auditor. Treasurer General Counsel	. Cleveland, O. Cleveland, O.
D	irectors of the Company.	
Name.		Residence.
CHARLES E. WHITEHEAD. JOHN TOD. E. B. PERKINS. W. J. MCKINNIE. S. L. MATHEB. FAYETTE BROWN. THOMAS WARNOCK W. W. SCABBOROUGH. J. M. FERRIS. H. B. PERKINS. LEWIS MILLER		New York city. Cleveland, O. Cleveland, O. Cleveland, O. Cleveland, O. Cleveland, O. Cleveland, O. Cleveland, O. Cleveland, O. Cloconati, O. Toledo, O. Warren, O. Akron, O.
E. A. WHEELER		Sharon, Pa. Meadville, Pa.

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Title of company, New York, Pennsylvania and Ohio Railroad Company.
General offices at Cleveland, Ohio.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in October, unless another day be fixed.
For information concerning this report, address Thomas Warnock, Auditor, 30 Euclid avenue, Cleveland, Ohio.

#### NEW YORK, PENNSYLVANIA AND OHIO.

#### LESSEE.

#### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

			Passenger.	Freight.	Total.
Freight, through	\$3,660,920 1,015,991				
Passengers, through	\$627,341 779,984	46		\$4,676,911 97	\$4,676,911 97
Mail			\$1,407,325 48 72,414 72		1,407,325 48 72,414 72
Express.  Miscellaneous, as follows. viz.  Rents.	<b>\$5</b> 0,443	78	121,678 98		121,678 98
Miscellaneous	62,526	75	25,983 22	86,987 31	112,970 53
Total gross earnings	•••••		\$1,627,402 40	\$4,768,899 28	\$6,391,301 66

# REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses—(Continued), OPERATING EXPENSES.

	==== - <sub>1</sub>					
	Passenge	r.	Freight	.	Total.	
Vaintenance of an au and atmost was		1		- 1		
Maintenance of way and structures: Repairs of track and roadbed	\$104,494	46	\$349,829	27	\$454,323	73
cattle-guards)	12,258	75	41.040	14	53,298	89
cattle-guards) Repairs of stations, shops, docks, etc	11,999		33,066		45,065	
Medairs of lences	2,370	02	7,934	41	10,304	43
Other expenses for maintenance of way and structures	19,770	53	66,188	30	85,958	88
Total	\$150,893	34	\$498,058	44	\$648,951	78
				_ 1		
Maintenance of equipment:					****	
Repairs of locomotives			\$282,087 430,399		\$369,795 519,771	
Renairs of machinery and tools	89,371 6,314		21,140		27,455	
Repairs of cars. Repairs of machinery and tools Other expenses for maintenance of equip-	0,014		21,110		21,100	
ment	34,279	34	114,731	17	149,001	51
Total	\$217,664	80	\$848,858	61	\$1,066,023	41
Conducting transportation:		'				-
Wages of conductors and men	\$96,404	42 1	\$334,760	46	\$431,164	88
Wages of engineers and firemen	107,966	31	893,370		501,336	69
Fuel for locomotives	62,050		339,089		401.140	
Oil and waste	8,857		85,504		44,861	
Water supply	7,098		23,763		80,861	
Other train supplies or expenses	30,394 39,230		42,829		73,224 220,813	
Wages for labor at stations	4,353		181,612 92,839		97,193	
Station supplies	11,003		27.228		38,231	
Station supplies Wages of watchmen, flagmen and switchmen	25,599		173,136		198,735	
Other expenses for conducting transporta-	5,549	ĺ	8,860	- 1	14,408	
Total	\$398,501		\$1,652,995		\$2,051,496	
	4000,002	-"	<b>V</b> 1,552,555			
General expenses:	***				AFO	
Salaries of general officers and clerks	\$13,779 1,840		\$45,971 6,161		\$59,751 8,001	
Stationery and printing	6.361		23.091		29,453	
Stationery and printing. Outside agencies and advertising	35,532		98,524		134.057	
Legal expenses	1.725		5.775		7.500	
Loss and damage of freight and baggage Damage to cattle and property, and injuries	485		22,695		23,181	
to persons	74,675	na l	59,845	14	134.520	22
Telegraph maintenance and operation	24.674		81,478		106,153	
Mileage of cars of other companies (debit)	,	1				
balance)Other general expenses	62,985		199,939		262,925	
Other general expenses	129	53	433	64	563	17
Total	\$222,190	16	\$543,916	40	\$766,106	
Grand total operating expenses	\$989,249	40	\$3,543,328	75	\$4,532,578	
_ 1=: <del></del>					- <del></del> -	

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	269,058 40,601,050 4,438,317 706,885,737	1,457,427 35,349,446 2,063,369 102,819,603	1,726,485 75,950,496 6,501,686 809,705,340
Passenger train mileage. Freight train mileage. All other train mileage.			1,660,875 4,191,126 1,433,924
Total train mileage			7,285,926

# NEW YORK, PENNSYLVANIA AND OHIO.

#### Traffic and Mileage Statistics - (Continued).

ITEM.	Earnings.		Expenses.		Profit.	
Passenger earnings and expenses (including					-	
mail, express and miscellaneous earnings)			\$969,249	40	\$638,153	00 37
Average per passenger carried		94 02418	İ	01802	!	00841
Average per passenger per mile			l		l	39
Average per passenger train per mile Freight earnings and expenses (including		98		59	1	39
miscellaneous earnings)		00	3,543,328	75	1,220,570	K9
Average per ton of freight carried	2,100,000	73	3,010,020	54	1,220,010	19
Average per ton of freight per mile	ł	00588	1	00437	i .	00151
Average per freight train per mile	1	14	!	84		30

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first class	Cents.	Cents. 2.222	Cents. 1.927
Average rate received per mile for carrying pas- sengers, second class	1.524	1.454	1.519
Average rate received per mile for carrying passengers, all classes.  Average rate received per mile per ton for carrying freight, all classes.	1.545	2.206	1.853
ing freight, all classes	.518	.988	.578

#### Description of Road and Equipment.

	MILES OWNED,			TOTAL MILES.		
Trace.	Length in N. Y. State.	Entire length.	Miles leased, outside Ne York State.	Length in N. Y. State.	Entire · length.	
Main line from Salamanes, N. Y., to Dayton, O., single track  Branches or other roads, single track	49.24	388.04	168.88	49.24	388.04 208.29	
Total single track	49.24	427.45	168.88	49.24	596.33	
Sidings and turnouts on main line	21.81	156.21 10.13	109.07	21.81	156.21 119.20	
Total sidings and turnouts	71.05	593.79	109.07	21.81	275 41	
Grand total of tracks, sidings and turnouts	71.05	593.79	277.95	71.06	871.74	
Laid with steel rail, main line	49.24	388,04 38,53 ,88	152.05 16.83	49.24	388.04 190.58 17.71	

Average life of rails—steel. 12 years; average life of ties, 8 years; weight of rails per yard—steel. maximum. 68% lbs., minimum. 56 lbs.; Iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel (56%), slag (30%) and other materials (14%).

# REPORT OF THE RAILBOAD COMMISSIONERS.

# DETAILS OF BRANCHES OR OTHER ROADS.

	DETAILS OF BRAI	CHES OR (	THER R	OADS.			
Name of Branch of Road,	From .	T c	)	Entire length outside of N. Y. State.	Owned or leased.	Miles laid with atool rail.	Miles laid with
Franklin branch	Buchanan Jc., Pa Silver Creek Jc.,O	Oil City, P.	, Ohio	33.78	Owned	33.78 4.75	.88
Total owned	·	i		39.41	i	38.53	.88
Cleveland and Mahoning Valley Railroad.  Niles and New Lisbon R. R.  Liberty and Vienna Railroad.  Westerman Railroad  Sharon Railway  Sharon Ry, Middlesex br'ch.  Sharon Ry, Sharpwille br'ch.	Mosier, O  Pennsylvania and Ohio State line.	Ohio Sta Three mile New Lish Coal min Vienna, (	te lines south of on, Oes below	80 86 36.27 6.81 2.09	,	33.24 1.50 2.09 7.76 5.53	
Volley Railroad  Volley Railroad  Youngstown and Austintown Railroad  Youngstown and Austintown R. R., Manning branch	W. Middlesex, Pa Youngstown, O Manning Jc., O	New Castle	, Pa nines, O	16.73 3.87 6.11	Leased Leased	2.78	3.87
Total leased			· · · · · · · · · · · · · · · · · · ·	208.29	=	152.05	16.83
BRIDGES,		IN NEW 1	Aggre	gate	ENTIR	E LINE	gate
Iron bridges	••••••	11 2 2 2		Feet. 940 278 310	99 9 79		Feet. 11,247 1,888 7,066

Equipment.	No. owned.	No. leased.	Total number.	Maximum welght of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8-drivers Locomotives, 6-drivers Locomotives, 4-drivers	45 22 144	30 5 5	75 27 149	165,000 142,000 142,000	20 20 20	41 15 80	
Total	211	40	251			196	
First-class passenger cars	56 40 43		56 40 43	40,000 40,000 32,000		56 33 43	56 33 43
Total	139		139			132	132

# Description of Road and Equipment - (Continued).

EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Box freight cars	3,497	300	3,797	21,000	15	••••	319
Stock freight cars	490 2,597	299 1,199	789 3.796	20,000 18.000	15 12	1	299 512
Flat freight cars	403		403	18,000	12		' 1
Caboose, 4-wheel cars	15	15	80	14,000	15		
Caboose, 8-wheel cars	95		95	22,000	15	••••	
Service cars	18	•••••	18	40,000	15	. 3	3
Total	7,115	1,813	8,928			. 8	1,184

Westinghouse brake, Miller platform and hook used on passenger cars; common hand-brake, link and pin and Janney and McKeen couplers on freight cars.

Split switch, with automatic switch stand on all main track switches, in use on road.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company. { Line, miles Total assessed value of real estate and personal property of company. Length of new steel rails laid during the year in repairs, miles Railroads crossing road at grade Railroads crossing over or under grade. Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen. Highway crossings over or under grade.	\$630,854 6.11 3 	563.73 1,304.73 \$7.025,327 49.26 47 12 573 81 61

Passenger cars are heated by Baker heaters, Spear stoves and steam, lighted with mineral seal oil and ventilated by movable sash and dome.

Almost all overhead obstructions are less than twenty feet above track.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	266,379	4.10
Grain	377,893	5.81
Meats and provisions	55,713	0.86
Live stock	47,456	0.78
Lumber	331,940	5.11
Pig and bar iron and steel	779,560	. 11.90
Iron or other ores	898,414	13.7
Coal and coke	2,125,261	32.69
Petroleum and other oils'	275,253	4.29
Shipments of manufactured goods received by railroad com-	,	87 • •°X
panies within this State from manufactories within this State.	10,216	0.16
Aft other manufactures	388,447	5.97
All other merchandise	245,845	3.78
All other agricultural products	169,480	2.61
All other agricultural products	534,829	8.22
Total	6,501,686	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	318	7 27 38	21 345 88
Total	382	72	451

#### EMPLOYEES.

Title of lessee company, New York, Lake Erie and Western Railroad Company.
For information concerning this report, address Lessee Company, 21 Cortlandt street, New York city.

### NEW YORK AND ROCKAWAY BEACH.

(Date of charter, August 19, 1887.)

For organization, see Report of 1887.

#### Capital Stock and Funded Debt. .

#### CAPITAL STOCK.

	сомп	ion.
	No. of shares.	Par value.
Authorized by law or charter, issued for reorganization and now outstanding	10,000	\$1,000,000
Number of stockholders		57

#### FUNDED DEBT.

		ars.	 	interest.	<b>A-</b>	Amount
DESIGNATION OF LIEM.	Date.	Term, yea	Rate.	When payable.	Amount author- ized.	outstand- ing.
First mortgage bonds	Sept. 1, 1887 Sept. 1, 1887	40 40	p. c. 5 5	Mar. and Sept. Jan. 1.	\$1,000,000 1,000,000 \$2,000,000	\$772,000 1,000,000 \$1,772,000

## Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast		\$455 41	
Bridges		800 43	• • • • • • • • • • • • • • • • • • • •
Dagangar and freight stations	• • • • • • • • • • • • • • • • • • • •	1,050 00 2,062 33	**************
Land damages Passenger and freight stations Engine and car houses		1.591 31	
		4,214 11	
Flagmens' houses and safety signals Cost of road as reported up to September 30, 10	888	406 29	\$2,084,787 23
Total cost of road		\$10,579 88	\$2,045,367 11
EQUIPMENT. Total cost of equipment			\$669,174 83
Grand total cost of road and equipment		\$10,579 88	\$2,714,541 94
Building new tracks at Rockaway Beach and Woodhaven Junction; acquiring right of w aqueduct; new station house at Sea Side; r Beach; interlocking apparatus at Ozone Par	rk	at Rockaway	\$10,579 86
Income Account for Year E	nding_Septe	mber 30, 1889	) <b>.</b>
Gross earnings from operation Less operating expenses (excluding all taxes)	)	•••••••	\$202,629 06 156,235 39
Net earnings from operation		•••••	\$46,393 66
Income from other sources, as follows, viz.: Rentals	•••••	•••••••	1,205 00
Gross income from all sources			\$47,598 66
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road Taxes on earnings and capital stock Interest and discount		1.083 2	3
			12,021 60
Surplus for year ending September 30, 1889	) <b></b>	•••••	\$4,776 81
General Incom	ne Account.		
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888		•••••	\$4,776 81 4,781 96
Total surplus September 30, 1889			\$9,558 76
·			
Analysis of Gross Earnings Earnu		ing Expenses	•
İ	Passenger.	Freight.	Total.
Freight, all local	\$185,278 07 8,370 17	\$13,980 81	\$13,980 81 185,278 07 3,370 17
Total gross earnings	\$188,648 24	\$13,980 81	\$202,629 0

# 448. REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses—(Continued). Operating Expenses

	Passenger	. Freight	•	Total.
Maintenance of way and structures:	•	!	_	
Repairs of track and roadbed	\$10,944	36   \$778	37	\$11,717 7
cattle-guards)	39,169			41,937 3
Repairs of stations, shops, docks, etc	5,819 t 616 d		25 56	6,281 0 660 0
Other expenses for maintenance of way and				
structures	1,057	74	75	1,139 7
Total	\$57,608 (	05 \$4,070	79	\$61,678 8
Maintenance of equipment:				
Repairs of locomotives	\$5,444 ( 4,474 7			\$5,829 3 4,790 9
Repairs of cars. Other expenses for maintenance of equip-	•			-•
ment	2,275 (	160	80	2,436 4
Total	\$12,194	9 \$861	73	\$13,056 7
_Conducting transportation:				
Wages of conductors and men	\$7,574 9 9,373 4			\$8,486 7 10,851 0
Fuel for locomotives	18,621 8	1,315	89	19,937 7
Oil and waste	377 4 2,253 9		67	404 1 2.413 2
Other train supplies or expenses	1,028	14 72	68	1,101 2
Wages of station agents and clerks	3,763 9 1,407 9		97 49	4,029 9 1,507 4
Station supplies				
menOther expenses for conducting transporta-	8,529 2	80 603	70	9,13 <b>1 9</b>
tion	815 9	27 57	61	872 8
Total	\$53,745 9	91 \$4,990	41	\$58,736 3
General expenses:				
Salaries of general officers and clerks	\$5,948			\$6,368 8
General office expenses and supplies Stationery and printing	472 S 1,934 S			505 7 2,071 2
Outside agencies and advertising	6,855 (	06		6,855 0
Legal expensesLoss and damage of freight and baggage	2,429 8		70 06	2,601 5 78 0
Damage to cattle and property	200 (			200 0
Injuries to persons	3,028 9		-22	3,028 9
Other general expenses	984 4		56 -	1,054 0
Total	\$21,853 7	8 \$909	78	\$22,763 5
Grand total operating expenses	\$145,402 7	73   \$10,832	66	\$156,235 3

# General Balance Sheet September 30, 1889. ASSETS.

Cost of road		\$2,045,367 11 669,174 83	j
Current assets, as follows, viz.:			
Cash on hand	\$5,412 95		
Due by agents. Open accounts.	4,828 43		
Open accounts	80,346 25		
-		90,087 63	,
	_	\$2,804,629 57	
Liabilities.	_		
Canital stock		81 000 000 00	

TIEW TOME AND I	OCHAWAI I	MACII	•		-10
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay rolls Open accounts	••••••		\$3,216 6 16,346 6 3,507 4	5 9	3.070 <b>81</b>
Profit and loss (surplus)				- <b>3</b> 2	9,558 76
				\$2,80	4,629 57
Traffic and Mile	age Statisti	cs.			
ITE				A	ll local.
Number of passengers carried	· · · · · · · · · · · · · · · · · · ·	•••••	• • • • • • • •	. 1	,267,216 ,457,770
Number of passengers carried	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • •	•••••	•	34,564 385,142
remote of some of freight district one mile.	••••••••	• • • • • • •	••••		000,112
Passenger train mileageFreight train mileage			••••••	• .	193,925 12,154
Freight train mileage	••••••	•••		·	12,154 8,712
Total train mileage	•••••	• • • • • • •	• • • • • •		204,191
_					
ITEM.	To min no				
ITEM.	Earnings.		enses.	Pr	ofit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile	\$188,648 24 1488 014 1 02	\$145,	402 73 1147 0108 79	\$43	245 51 0341 0032 23
Freight earnings and expenses (including miscellaneous earnings)	18,980 81	10,	852 66	3,	148 15
Average per ton of freight carried	4044 0863		3133 0281		0911 0082
Average per freight train per mile	1 1503		8912		2591
IT.  Computed on earnings from carrying passes Average rate received per mile for carrying passes Average rate received per mile per ton for carrying passes.	passengers, all	classe	s		ll local. Cents. 1.369 3.63
Description of Rose	l and Equip	nent.			
		1	. ie e.		. E
		į	E C	d, f	les, a State.
TRACE.		1	owned, Y. Stat	eased, Y. Stat	9.5 9.50
I BAUR.		i	les o n N.	N. Je	-z
		1	Mile	Miles l in N.	Total in N
Water Manager Classical Transfer As Deal		<u></u>	<del></del> -		
Main line from Glendale Junction to Rock track  Branches or other roads	away Beach, I	ingle	10.75	3.50	10.75 3.50
Total single track			10.75	3.50	14.25
Second track on main line	• • • • • • • • • • • • • • • • • • • •		10.75		10.75
Sidings and turnouts on main line Sidings and turnouts on branches or other re	oads		2.83	.25	2.33
Total sidings and turnouts		•••••	2.33	.25	2.58
Grand total of tracks, sidings and turnouts.	••••••		23.83	3.75	27.58
Laid with steel rail, main line Laid with steel rail, branches or other roads	••••••	·····!	21.50	3,50	21.50 3.50

Average life of ties, 10 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8 4 inches; ballasted with sand, gravel and cinders.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in New York State.	Miles of double track.	Miles laid with steel rulls.
Far Rockaway	Hammil's *Giendale Junct'n, *Fresh Pond *Woodhaven Junc.	Far Rockaway Long Island City Bushwick Brooklyn	8.50 6.50 2.50 6.50	6.50	3.50 13.00 2.50 13.00

Paragra		in new tore ate.
Bridges.	Number.	Aggregate length.
Iron bridges	4	Feet. 364 26,963
Total	8	27,327

Equipment.	No. owned.	Average cost of each.	Maximum weight of each, pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	8	\$7,125	58,000	8	
First-class passenger cars	68			68 7	68
Total	75	,		75	75
Box freight cars Coal freight cars Service cars	20 12 10				
Total	42				

Eames' brake and Miller coupler used on passenger cars. Switches in use: On main line, Lorenz; in yards, stub.

#### Miscellaneous Statistics.

ITEM,	Entire line in N. Y. State.
Railroad crossing road over or under grade	1 8
Highway crossings over the processed by gates or nagmen	5
Overhead obstruction less than twenty feet above track.	i

<sup>\*</sup>Portions of Long Island Railroad used by agreement with that company.

Passenger cars are heated by stoves, lighted with kerosene oil, and ventilated in clear story.

Long Island Express runs over this road, paying twenty-five per cent of gross earnings.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour. Meats and provisions	98	.42
Lumber	17,240 9 7,422	49.87 .02 21.47
Petroleum and other oils	102 2.136	.29 6.17 11.54
All other agricultural products. All other articles not included above	685 2,734	1.98 7.96
Total	84,564	100

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengera	4		7
Total			18

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	180 286,958 16
wakiekane amoniii oi saisties and makes baid mem	\$00,900 TD

#### Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN. J. ROGERS MAXWELL BENJ. NOBTON HENRY GRAVES P. H. CASSIDY	Vice-President Second Vice-President	192 Broadway, N. Y. city. Long Island City, N. Y.

#### Officers and Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	Philadelphia, Pa
J. ROGERS MAXWELL. HENRY GRAVES.	Orange, N. J.
Stephen A. Caldwell Henry W. Maxweil	Philadelphia, Pa.
JOHN STRAITON	New York city.
WILLIAM G. WHEELERFREDERICK W. DUNTON	New York city. Hollis, L. L. N. Y.
EDWIN H. ADKINS	Brooklyn, N. Y.
WILLIS T. WILD. THOMAS F. WARD.	New York city.
J. K. O. Sherwood Edward H, Graves	Glen Cove, L. I., N. Y.
EDWARD II, GRAIBS	Orange, M. J.

Title of company, New York and Rockaway Beach Railway Company.
General offices at Long Island City, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Tuesday in March.
For information concerning this report, address J. R. Maxwell, Vice-President,
192 Broadway, New York city.

## NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1883.)

For history of organization, see Reports of 1886 and 1886.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

							ООММ	ON.
						No.	of shares.	Par value.
Authorized by lav	v or charter v outstanding	is	sued	for purchase	o of		5,000	\$500,000
Number of stockho	lders							19
			Fu	NDED DEBT.	E. =		·	
		years.	i	INTEREST.		ount	Amount	Cash realized on
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	aut	hor- od.	outstand- ing.	
First mortg'e bds. Second mortgage		l	1). C.	Mch. & Sept.	\$200	0,000	\$200,000	*
income bonds	Sept. 1. 1885	5	. 6 5			0,000 2,288	194,660 22,288	\$194,660
Bond and mortg'e. Bond and mortg'e. Bond and mortg'e.	June 1, 1880 Feb. 1, 1880	1	5			,500 1,000	7,500	†
Total			٠				\$428,448	·

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 80, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast. Bridges Superstructure (including ties) and rails. Land Passenger and freight stations. Engine and car house Shops, machinery and tools. Fuel and water stations Engineering expenses Purchase of constructed road, including equipment and telegraph line Sundries	\$569 01 230 37	\$9,744 53 12,445 70 9,949 70 8,211 31 35,353 35 4,491 45 806 79 129 17 140 00 729,788 00 2,333 88
Total cost of road	\$779 38	\$813,453 88
Equipment. Locomotives Passenger cars Mail, baggage and express cars	2,607 50	\$23,963 52 17,564 52 100 67
Total cost of equipment	\$2,613 52	\$41,627 71
Grand total cost of road and equipment	\$3,412 90	\$855,081 59

<sup>\*</sup> Debt of former company assumed.

<sup>†</sup> Purchase-money mortgage assumed.

Gross earnings from operationLess operating expenses (excluding all tax		mber 30, 1889.	
riess obecaming exhauses (excinging su cay,	ss)	\$54,797 97 53,095 18	
Net earnings from operation			\$1,702 79
Income from other sources, as follows, viz.:			
Terminal property department	. <b></b> .	\$38,685 15	
Double Copies and Letter	• • • • • • • • • • • • • • • • • • • •		87,757 55
Gross income from all sources			\$39,460 84
Deductions from income, as follows, viz.:  Interest on funded debt due and accrued  Taxes on earnings and capital stock  Interest on floating debt  Expenses, terminal property department  Expenses, steamboat department		405 54	28,651 80
Surplus for year ending September 30, 18	89		\$10,808 54
General Inco Surplus for year ending September 30, 1889. Deficit up to September 30, 1888. Amount of interest on past due coupons acc years and paid this year.	ome Account.	\$29,721 88 Tmer 1,553 79	\$10,808 54
			31,275 67
Total deficit September 30, 1889			\$20,467 13
EARN			
•	Passenger.	Freight.	Total.
Freight, all local.  Passengers, all local.  Charter of locomotives and cars.  Sundries.	\$47,391 99 6,192 25	- \$997 33	
	6,192 25 216 40		\$997 93 47,391 99 6,192 25 216 40
Total gross earnings	216 40		47,391 99 6,192 25
	216 40		47,391 99 6,192 25 216 40
Total gross earnings  Operating	\$53,800 64		47,391 99 6,192 25 216 40
Total gross earnings	\$53,800 64 	\$997 33	47,391 99 6,192 25 216 40 \$54,797 97
Total gross earnings	\$53,800 64 	\$997 33	47,391 99 6,192 25 216 40 \$54,797 97
Total gross earnings  OPERATING  Maintenance of way and structures:	\$53,800 64 EXPENSES.	\$997 33	47,391 99 6,192 25 216 40 \$54,797 97 \$4,279 65 98 82 17 50 1,408 62
Total gross earnings.  OPERATING  Maintenance of way and structures:  Repairs of track.  Repairs of pridges (including culverts and Repairs of stations, shops, docks, etc.  Repairs of fences.  Total.  Maintenance of equipment:	\$53,800 64 EXPENSES.	\$997 33	47,391 99 6,192 25 215 40 \$54,797 97 \$4,279 65 98 82 17 50 1,408 62 9 00
Total gross earnings.  OPERATING  Maintenance of way and structures:  Repairs of track.  Repairs of pridges (including culverts and Repairs of stations, shops, docks, etc  Repairs of fences.  Total.	\$53,800 64 EXPENSES.	\$997 33	47,391 99 6,192 25 215 40 \$54,797 97 \$4,279 65 98 82 17 50 1,408 62 9 00
Total gross earnings.  OPERATING  Maintenance of way and structures:  Repairs of track.  Repairs of pridges (including culverts and Repairs of stations, shops, docks, etc.  Repairs of fences.  Total.  Maintenance of equipment:	\$53,800 64 EXPENSES.	\$997 33	47,391 99 6,192 25 216 40 \$54,797 97 \$4,279 45 98 82 17 50 1,408 62 9 00 \$5,813 59
Total gross earnings.  OPERATING  Maintenance of way and structures:  Repairs of track.  Repairs of bridges (including culverts and Repairs of stations, shops, docks, etc  Repairs of fences.  Total.  Maintenance of equipment:  Repairs of locomotives.  Repairs of cars.  Repairs of machinery and tools.	\$53,800 64 EXPENSES.	\$997 33	47,391 99 6,192 25 216 40 \$54,797 97 \$4,279 65 96 82 17 50 1,408 62 9 00 \$5,813 59 \$2,464 88 2,484 41 20 02

# Description of Road and Equipment -(Continued).

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in Ibs.	Average life of each in years.	No. equipped with patont brake.
First-class passenger cars	81	10	41	\$1,500	16,000	10	41
Box freight cars	2 6 8	·······	2 6 8	\$500 400	14,000	15 10	6
2	- <del></del>	[]	·				

Eames' vacuum brake and ordinary coupler used on cars. Ramapo safety switches are used exclusively on road.

#### Miscellaneous Statistics,

Misconsidud Statistics.	
ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company. Total assessed value of real estate and personal property of company. Railroad crossing road at grade. Railroad crossing road under grade. Highway crossings protected by gates or flagmen. Highway crossings over grade. Overhead obstructions less than twenty feet above track.	\$210,000 1 1 7

Passenger cars are heated by stoves, lighted with kerosene and ventilated by roof ventilators.

#### DESCRIPTION OF FREIGHT MOVED.

Freight carried by this company was in the nature of an express business, the company acting as forwarders for the ferry companies, and was all in small lots and incapable of classification according to tonnage.

Number of Accidents.	Killed.
Employee	1
Total	2

#### EMPLOYEES.

Average number of persons employed (including officials) during season..

Officers of the Company.

Name.	Title.	•	Official Address.
ALBON P. MAN	President.	<u></u>	
ALBICK H. MAN:	Managing	Director and	d Secretary
Frank Jacobus	Superinten	dent	Bay Ridge, L. I., N. Y.
JAMES T. NELSON	Auditor	• • • • • • • • • • • • • • • • • • • •	56 Wall St., N. Y. city.

Directors of the Company.	
Name.	Residence.
JOHN BARKEB	New York city.
L. C. LATHBOP	New York city.
B. B. LAWRENCE	Colorado.
W. O. PLATT	New York city.
CHAS. C. PROTHEBOE	New York city.
ALBON P. MAN	New York city.
AT DIOY H MAN	Now Vork city

Title of company, New York and Sea Beach Railway Company.
General offices at 56 Wall street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Tuesday in November.
For further information concerning this report, address Alrick H. Man, Managing Director and Treasurer.

#### NEW YORK, WESTCHESTER AND PUTNAM.

#### LESSOB.

#### LESSEE - NEW YORK AND NORTHEBN.

(Date of charter, July 3, 1887.)

For history of organization, see Report of 1885.

#### Capital Stock.

	COMMON.		PREFERRED.		Disposition	
,	No. of shares.	Par value.	No. of shares.	Par value.	of amount outstand- ing.	
Authorized by law or charter	12,500	\$1,250,000	41,309	\$4,130,900		
Issued for acquisition of prop- erty (formerly New York and Boston Railroad) under fore-						
closure of mortgage	'		••••••	•••••	\$1,646,785 00	
interests			• • • • • • • • • • • • • • • • • • • •		86,552 50	
Total now outstanding					81,783,287 50	

#### Officers of the Company.

Name.	Title.	Official Address.
CALVIN GODDARD	Secretary	Mills' Building, New York.

Directors of the Company.	
Name.	Residence.
Lewis May	New York city.
JOHN Q. HOYT	New York city.
G. P. LOWERY	New York city.
James B. Ford	New York city.
LEWIS ROBERTS	New York city.
R. M. GALLAWAY	New York city.
WM. H. GUION	New York city.
John H. Cheever	New York city.
(Five vacancies).	

Title of company, New York, Westchester and Putnam Railway Company. General offices at Mills' Building, 15 Broad street, New York city. Date of close of fiscal year. September 30.

For information concerning this report, address C. Goddard, Secretary.

#### NIAGARA BRIDGE AND CANANDAIGUA.

#### LESSOR.

# LESSEE - New York Central and Hudson River. (Date of charter, August 25, 1858.)

For history of organization, see Report of 1885.

### Capital Stock.

	COMP	eon.
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding.	1.000	\$1,000,00
Number of stockholders		
Cost of Road.		
Total cost of road up to September 80, 1889	•••••	\$1,000,000 0
General Balance Sheet September	30, 1889.	
Cost of road		\$1,000,000 0
Liabilities.		
Capital stock	•••••	\$1,000,000 6
Officers of the Company,		•
Name. Title.	Official Addre	es <b>s.</b>
JOHN CROSBY BROWN President N HUBBARD HENDRICKSON Secretary 60	ew York city. William street,	N. Y. city.
Directors of the Company		
Name.		sidence.
John Crosby Brown	New	York city.
WILLIAM K. VANDERBILT	New	York city.
Frederick W. Vanderbilt Frank Loomis	New	York city.
Samuel F. Barger	New	York city.
Edwin D. Worcester	New	York city.
Charles C. Clarke	New	York city.
Horace J. Hayden	New	York city.

Title of company, Niagara Bridge and Canandaigua Railroad Company, General offices at 69 William street, New York city. For information concerning this report, address Hubbard Hendrickson, Secretary.

#### NIAGARA FALLS BRANCH.

#### LESSOR.

#### LESSEE - ROME, WATERTOWN AND OODENSBURG.

(Date of charter, December 24, 1875.)

For history of organization, see Reports of 1885 and 1886.

#### Capital Stock.

	1		<del></del>
•	00363	con.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	2,500	\$250,000	\$248,756
Number of stockholders			. 12
Cost of Construction account	Road.		. \$243,756 00
General Balance She	et September :	30, 1869.	
Cost of road			. \$243,756 00
- <i>Ourrent assets, as follows, viz. :</i> Rome, Watertown and Ogdensburg Railroa	d Company		. 6,244 00
			\$250,000 00
Capital stockLIABII	lities.	••••••	. \$250,000 00
Officers of th	e Company.		
Name. Title.		rial Address.	
MARCELLUS MASSEY President L. P. CHILD Secretary JOSEPH A. LAWYER Treasurer	93 Jorale 26 Exche 96 Broad	emon St., Broomge place, No way, New Yor	oklyn, N. Y. ow York city. rk city.
Directors of t	he Company.	_	
Name.			esidence.
MARCELLUS MASSEY SAMUEL SIOAN PERCY R. PYNE ROSWELL G. ROLSTON		New	York city.
ROSWELL G. ROLSTON L. P. CHILD E. R. HOLDEN B. A. HEGEMAN		New	York city.
FRED H. GIBBENS	••••••	New New Wate	York city. York city. ertown, N. Y.
THEODORE IEWIN(Two vacancies.)	*************	Osw	ego, N. Y.

Title of company, Niagara Falls Branch Railroad Company. General offices at 96 Broadway, New York city. For information concerning this report, address Joseph A. Lawyer, Treasurer.

#### NORTHERN ADIRONDACK.

(Date of charter, February 9, 1883.)

#### Capital Stock.

-	соммон.	
•	No. of shares.	Par value.
Authorized by law or charter and now outstanding	. 1,500	\$150,000
Cost of Road and Equipmen	ıt.	
ROAD.		
Total cost of road up to September 30, 1889		\$150,000 00
*Equipment.	·	
Income Account for Year Ending Septe	mber 30, 1889.	
Gross earnings from operationLess operating expenses (excluding all taxes)		\$99,779 03 52,700 10
Net earnings from operation.  Income from other sources, as follows, viz.: Interest and rents. Car mileage.	\$484 17	\$47,078 \$3 3,028 80
Gross income from all sources		\$50,107 78
Deductions from income, as follows, viz.:		20,10. 10
Rentals	\$38,675 63 2,496 27	41,170 <b>90</b>
Surplus for year ending September 30, 1889		\$8,936 83
General Income Account.		
Surplus for year ending September 30, 1889		
Amount carried direct to profit and loss during current ye	ar	\$14,384 32 302 02
Total deficit September 30, 1889		\$14,022 30

# Analysis of Gross Earnings and Operating Expenses. EARNINGS.

#### Passenger. Freight. Total. Freight, all local..... Passengers, all local..... Mail... \$74,098 75 20,231 66 1,703 53 2,637 02 \$74,098 75 \$20,231 66 1,703 52 2,637 02 Express Miscellaneous, as follows, viz.: 843 78 264 30 843 78 264 30 • • • • • • • • • • • • • • Total gross earnings..... \$25,680 28 \$74,098 75 \$99,779 03

<sup>\*</sup> For the most part, leased. See "Description of Road and Equipment," post,

\$231,168 14

# NORTHERN ADIRONDACK.

# Analysis of Gross Earnings and Operating Expenses—(Continued). Operating Expenses.

OF ADMITTED	MAR MINOMO.			·
	Passenge	r.	Freight.	Total.
Maintanana of annu and abushman				
Maintenance of way and structures: Repairs of track and roadbed	\$2,579	- 1	\$9,772 74	\$12,370 56
cattle-guards)	478 393		1,798 46 1,255 58 18 02	2,276 53 1,589 34 22 81
Total	\$3,414		\$12,844 80	\$16,259 24
Į		'		
Maintenance of equipment:  Repairs of locomotives	\$455	76	\$1,714 51	\$2,170 27
Repairs of cars	718	50	2,684 11	3,397 61
Repairs of machinery and tools	91	41	343 86	435 27
Total	\$1,260	67	\$4,742 48	\$6,003 15
Conducting transportation:		<u>-</u>		
Wages of conductors and men	\$875	88	\$3,298 09	\$4,168 47
wages of engineers and bremen	1,184	64	4,456 49	5,641 13
Fuel for locomotives	914		3,439 56	4.353 87
Other train supplies or expenses	163	78 45	616 13 35 54	779 91 44 99
Wages of station agents and clerks	598		2,250 70	2,848 99
Station supplies	28	94 '	108 89	137 83
Station supplies	440	<u> </u>	1,658 05	2,098 80
Total	\$4,215	54	\$15,858 45	\$20,073 99
General expenses:				
Salaries of general officers and clerks	\$1,696		\$6,380 75	\$8,076 90
General office expenses and supplies	152	85	574 53 189 44	727 25
Stationery and printing Outside agencies and advertising	132		497 25	239 79 629 43
Legal expenses		81	48 19	61 00
Loss and damage of freight and baggage	1	19	4 50	5 69
Telegraph maintenance and operation	25 105	97	97 69 395 00	123 66
Other general expenses				500 00
Total	\$2,176	<del></del>  -	\$8,187 85	\$10,363 72
Grand total operating expenses	\$11,068	02	\$41,632 08	\$52,700 10
General Balance Shee Assr	_	oer a	1889.	
Cost of road	• • • • • • • • • • •			\$150,000 00
Cost of equipment			••••••	15,741 09
Other permanent investments, as follows, viz.:				
Real estate and buildings owned by company	<i>7 .</i>	• • • •,•	•••••	9,736 20
Equipment of stage line				1,365 00
Cash on hand	. <b></b> .		\$2,888 83 17,784 25	
Due by agents	••••••	• • • • •	17,784 25	
Open accounts	• • • • • • • • • • • • • • • • • • • •	••••	19,454 44 116 03	
Dului168	•••••	••••	110 00	40,243 55
Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •	••••	·····	14,082 30
			=	\$231,168 14
Ілавия	ITIES.			
Capital stock				<b>\$150,0</b> 00 90
Ourrent liabilities, as follows, viz.:				
Andited pay rolls		• • • • •	\$4,168 14	
Loans and bills payable	•••••	••••	77,000 00	01 160 14
				81,168 14

# Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	69 706	26,389 343,540 61,125 1,027,849	29,957 407,336 61,125 1,027,849
Passenger train mileage			13,534 35,338
Total train mileage			48,872

ITEM.	Earnings.	Expenses.	Profit.
Passengerearnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including	\$25,680 28	\$11,068 02	\$14,612 26
	859	870	489
	063	0271	0869
	829	354	475
miscellaneous earnings Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	74,098 75	41,632 08	32,466 67
	1 21	68	53
	072	040	032
	4 19	2 85	1 84

#### ITEM.

Computed on earnings from carrying passengers and freight only. Average rate received per mile for carrying passengers, all classes...... Average rate received per mile per ton for carrying freight, all classes....

# All local. Cents.

#### Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Moira to Paul Smith's Station, single track Sidings and turnouts on main line	11.934 .851	22.066 1.032	34 1.883
Grand total of tracks, sidings and turnouts	12.785	23.098	35.883

Average life of rails — steel, 21 years; average life of ties, 7 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	. From		То	Entire length in N. Y. State.	Owned or leased.	Miles inid with steel rails.
Northern Adirondack Extension	St. Regis Falls	Pau	Smith's Station.	22	Leased.	22

<sup>\*</sup> Built at a cost of \$12,500 per mile.

# NORTHERN ADIRONDACK.

•	ENT		e in new york pate.			
Wooden bridge		mber.	Aggregate length.			
		1 2		Feet. 900 80		
Total		8		980		
· · · · · · · · · · · · · · · · · · ·		<b>%</b>				
EQUIPMENT.	No. leased.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.		
Locomotives, 6-drivers	1	\$3,000	80,000 84,000	, 1		
Locomotives, 4-drivers	5	7,000	56,000 94,000 100,000 100,000	} 5		
Total	*6	·····		6		
First-class passenger carsBaggage, mail and express cars	3 4					
Total	7	•••••	•••••	•••••		
Box freight cars	64 1100	:				
Total	164					
The Westinghouse air-brake and Miller coupler are use are in use on road.	d on c	ars, and	split s	witches		
Miscellaneous Statistics.			Entir	e line		

Telegraph owned and operated by company, miles.

Cost of real estate now held by company, exclusive of that used in operation.

Overhead obstruction less than twenty feet above track.

54 \$250

Passenger cars heated by coal, lighted with kerosene, 300° test, and ventilated by deck The Wagner Palace Car Company ran a car over this road during July, August and September, receiving one cent per mile as mileage.

This company paid to the Wagner Palace Car Company during the year, \$55.32.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour Grain Meats and provisions Live stock	1,904 510	1.2 3 .8

<sup>\*</sup>Two of these owned by the company.
†Forty-five of these owned by the company.

#### Miscellaneous Statistics - (Continued).

Item.	Tonnage.	Per cent.
Lumber Pig and bar iron and steel	40,123 9,201	65.6 15.2
Iron or other ores	655 696	1.1 1.2
Petroleum and other oils. Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	119 271	.4
All other manufactures	934 2,270 721	1.5 3.7
All other agricultural products	2,976	4.8
Total	61,124	100

#### EMPLOYEES.

Officers of the Company.

Average number of persons employed (including officials) during year...

# Name. Title. Official Address. JOHN HURD. President Santa Clara, N. Y. A. C. ALLISON. Gen'l Freight and Pass. Agent. Moira, N. Y. F. H. Wilson. Auditor. Santa Clara, N. 4.

Directors of the Company.	
Name.	Residence.
JOHN HURD	Santa Clara, N. Y.
W. L. HOTCHKISS	Bridgeport, Conn.
G. STODDARD	Bridgeport, Conn.
W. E. SKELEY	Bridgeport, Conn.
F. L. CURTIS.	Waterbury, Conn.
H. H. Prck	Waterbury, Conn.
C. L. HOTCHRISS.	Santa Clara, N. Y.

Title of company, Northern Adirondack Railroad Company. General offices at Santa Clara, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in June. For information concerning this report, address John Hurd, President.

#### NORTHERN ADIRONDACK EXTENSION.

LESSOR.

LESSEE - NORTHERN ADIRONDACK.

No report for 1889 received.

# NORTHERN, OF NEW JERSEY.

LESSOR.

Lessee — New York, Lake Erie and Western.
(Date of charter, February 9, 1854.)

# Capital Stock and Funded Debt.

CAPITAL STOOK.

	сом	Mon.
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	10,000	\$1,000,000
now outstanding	. 10,000	

#### FUNDED DEBT.

		years.		INTEREST.	Amanne	
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.
First mortgage bonds	July, 1878 Mar., 1869 July, 1888	10 20 30	p. c. 6 7 6	Jan.and July. Mar. and Sep. Jan.and July.	\$200,000 200,000 700,000	\$2,800 00 1,000 00 560,000 00
Total		<u> </u>			\$1,100,000	\$563,800 00

#### Cost of Road.

•	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 80, 1882.
Grading, masonry and ballast Bridges Superstructure (including ties). Land Passenger and freight stations	6,913 01 17,956 57	••••••
Cost up to September 30, 1888	71 00	*************
Less bonds retired 15,000 00		\$1,586,019 08
Total cost of road	\$28,675 48	\$1,564,694 51

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
Paid on account of second track	\$28,675 48
Treems Account for Tony Washing Containing to 1900/1- 4b - 94-4- 4	· • • • • • • • • • • • • • • • • • • •
Income Account for Year Ending September 30, 1889 (in the State of	•
Gross earnings from operation	\$33,123 10 26,896 52
Net earnings from operation	\$6,226 58 30 00
Gross income from all sources	

466 REPORT OF THE RAIL	BOAD COMM	ussioners.	
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Eentals Taxes on property used in operation of road Taxes on earnings and capital stock		11,025 00 1,062 50	<b>\$15,569</b> 70
Deficiency and the Control of topped		-	
Deficit for year ending September 30, 1889	·	=	\$9,313 12
Analysis of Gross Earnings and Operati		•	
	Passenger.	Freight.	Total.
Freight local		\$8,500 02	\$8,500 02
Freight, local			21,436 11
Mail Express	881 24 2,677 15		381 24 2,677 15
Express News privileges	128 58		128 58
Total gross earnings	\$24,623 08	\$8,500 02	\$33,123 10
Operating	Expenses.		
Grand total operating expenses			\$26,896 52
		l '	- : -
Ourrent assets, as follows, viz.: Cash on hand Due by agents. Open accounts.			24,424 47 6,593 89 168,826 50
		=	\$1,764,539 37
Capital stock	••••••	••••••	\$1,000,000 00 563,800 00
Open accountsProfit and loss (surplus)	••••••		195,064 56 5,674 81
		_	\$1,764,589 37
Officers of th	e Company.	_	
Name.	Title.	Offic	al Address.
J. HULL BROWNING. Pre WM. U. BROWNING. VIC OBVILLE A. ROORBACH. Sec			
Directors of the Name.  J. Hull Browning. WM. C. Browning. HENRY G. MARQUAND.  *A. A. Hardenbergh Lawring Jarierie	······································	Resid	r, N. J. ork city.
HENRY U. MARQUAND  A. A. HARDENBERGH LANSING ZABRIERIE ELIAS H. SISSON JAMES W. MCCULLOH F. W. HOPKINS O. A. ROORBACH		Tenafiy Englew Oloster New Yo	v. N. J. vood, N. J. N. J. rk city.

Title of company, Northern Railroad Company of New Jersey.
For information concerning this report, address O. A. Roorbach, Secretary, Tenafly.
Bergen county, N. J.

<sup>•</sup> Deceased.

\$249,586 36

# NYACK AND NORTHERN.

#### LESSOR.

Lessee - Northern, of New Jersey.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, November 25, 1868.)

## Capital Stock and Funded Debt.

#### CAPITAL STOCK.

									sh realized							
				No. of sha				on amount outstanding.								
Authorized by law or charter				g.	1		\$75,000 74,800		\$78,250							
Number of stockho	lders		•••••						30							
		ž	1		1											
DESIGNATION OF LIEN.	Date.	Term, year	Rate.	When payable.	Amount An author- out ized.			nd-	Cash real- ized on amount outstand- ing.							
First mortgage bonds	Jan., 1870	20	20	20	20	20	20	20	20	p.c. J	an. & July			\$150,		
bonds				an. & July	\$1	7,500 57,500	\$157	500	\$83,500							
Grading, masonry Superstructure (inc. Land	ght stations ses	• • • • •	rails.			•••••		86	d cost up to pt. 30, 1889.  \$77,513 04  92,148 19  53,310 46 16,473 96 10,140 72							
Income from all sc. Bental Deductions from tented to funded	ne Account	lows	Year	Ending S	epte:	n ber	30, 188	9.	\$249,586 36 \$11,025 00 11,026 00							
	General B	ala		oot Septen	aber	30, 18	89.									
Cost of road				BSETS.					\$249,586 36							
Capital stock Funded debt		• • • • •		BILITIES.	• • • • • • • • • • • • • • • • • • •		· · · · · · · · · · · · · · · · · · ·		\$78,250 00 157,500 00							
Ourrent liabilities Open accounts	, as follows,	viz.	<i>:</i>						13,836 3							

#### Officers of the Company. TEHL

Name.	. Title.	Official Address.
E. H. SIBSON O. A. ROORBACH	President	Tenafly, N. J. Tenafly, N. J.
	Directors of the Company	
Name.		Residence.
E. H. SISSON		Tenafly, N. J.
J. HALL BROWNING		Tenafly, N. J.
A. A. HARDENB, BGH		Jersey City, N. J.
ALEXANDER & DIVEN	•••••	Finite N V
WILLIAM A. SHEPARD		New York city, N. Y.
O. A. ROORBACH	*******	New York city, N. Y.

Title of company, Nyack and Northern Railroad Company.
General offices at Tenafiy, Bergen county, N. J.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Wednesday in February.
For information concerning this report, address O. A. Roorbach, Secretary and Treasurer.

### OGDENSBURG AND LAKE CHAMPLAIN.

OPERATED BY THE CENTRAL VERMONT. (Date of charter, June 18, 1864.)

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	CO	ммои.	PRE	Cash realized	
	No. of shares.	Par value.	No. of shares.	Par value.	on amount outstand- ing.
Authorized by law or charter and now outstanding	80,770	\$3,077,000	5	\$500	\$500

83,077,500

### FUNDED DEBT.

Designation of	<b>-</b> .	years.		INTEREST.	Amount	Amount	Cash realized
LIEN.	Date	Term,	Rate.	When payable.	author- ized.	outstand- ing.	on amount outstand- ing.
			p.c.				£2500,000
First mortgage	July 1, 1877	20	6	Jan. & July	\$600,000	\$600,000	\$100,000
Sinking fund	Mar. 1, 1871	19	8	Mar. & Sept	880,000	880,000	
mortgage bonds. Income mortgage.	Apr. 1, 1880	40	6	April & Oct	8,500,000	2,529,650	
bonds	Apr. 1, 1880	40	6	April & Oct	1,000,000	999,750	
Guaranteed bonds.	Jan. 1, 1888	• • • •	4	Jan. & July	350,000	350,000	
Total						\$4,859,400	

<sup>&</sup>quot;Decased.

1 Of the total issue of first consolidated mortgage bonds there are reserved by trustees \$880,000 to redeem first mortgage and sinking fund bonds, leaving total authorized issue \$3,500,000 consolidated bonds and \$1,000,000 income bonds. Of first consolidated bonds \$1.399,650 were exchanged for preferred stock, and \$1,130,000 were sold for \$928,090, \$2,200 at par.

132,837 68 12,227 13 6,000 00 10,656 33

\$681,287 04

10,656 33

\$530,222 23

### OGDENSBURG AND LAKE CHAMPLAIN.

OGDENSBURG AND	LAKE CHAM	IPLAIN.	469
Cost of Road an	d Equipmen		tal cost up to
Roa	D.		ept. 30, 1889.
Grading, masonry and ballast			\$1,823,549 87
Bridges. Superstructure (including ties). Rails. Land damages			198,951 79
Rails	• • • • • • • • • • • • • • • • • • • •	•••••	1,292,809 08 24,783 38
Land damages.			139.326 72
rences			4,454 82
Passenger and freight stations	• • • • • • • • • • • • • • • • • • • •	•••••	403,179 61 35,206 07
Engine and car houses Shops, machinery and tools Fuel and water stations	· · · · · · · · · · · · · · · · · · ·		80,757 54
Fuel and water stations			16,709 00 127,637 68
Engineering expenses. Interest and discount charged to construction	nn		206,960 00
Road Dulit Dy contract			2.057 47
Purchase of constructed road			5,986 75 118,570 59
Telegraph line Wharfing			5,867 47
Elevator. Vermont Central line claim, profit and loss. Lamoille Extension Railroad.	• • • • • • • • • • • • • • • • • • •		229,208 95
Vermont Central line claim, profit and loss	•••••	\$625,348 61	
Damoine Extension ranfoad	• • • • • • • • • • • • • • • • • • • •	29,747 70	655,096 31
Total cost of road	· · · · · · · · · · · · · · · · · · ·		\$5,871,068 05
_			
Locametimes	MENT.		eene nen en
Locomotives	• • • • • • • • • • • • • • • • • • •		\$393,222 62 64,109 28
Passenger cars Mail, baggage and express cars. Freight and other cars.		•••••	18,433 59
Freight and other cars	• • • • • • • • • • • • • • • • • • • •		1,721,210 96
Total cost of equipment			\$2,196,976 39
Grand total cost of road and equipment	••••••••		\$7,568,089 44
Income Account for Year E	inding Septe	mber 30, 1889.	
Gross earnings from operationLess operating expenses (excluding all taxes	es)	·····	\$681,287 04 448,009 42
Net earnings from operation	• • • • • • • • • • • • • • • • • • • •		\$283,277 62
Income from other sources, as follows, viz.:			
ElevatingRents	••••••	\$41,371 96 3,846 35	45,218 81
		-	
Gross income from all sources	••••••		<b>\$378,495 98</b>
Deductions from income, as follows, viz.:			
Interest on funded debt due and accrued Interest on floating debt		3,131 16	
	•••••••••		268,769 46
Surplus for year ending September 30, 18	389		\$9,726 47
Analysis of Gross Earnings	and Operat	ing Expenses.	
EARN	TINGS.		
	Passenger.	Freight.	Total.
Freight, local		\$519,565 90	\$519.565 90
Z ==000011KO10; 10001	\$132,837 68	l <b></b>	132,837 68

\$132,837 68 12,227 13 6,000 00

\$151,064 81

Total gross earnings......

# Analysis of Gross Earnings and Operating Expenses—(Continued). Operating Expenses.

UPERATING	EXPENSES.		
	Passenger.	Freight.	Total.
Maintenance of way and structures:	\$13,928 47	\$44,106 82	\$58,035 29
Repairs of track Repairs of elevator Repairs of bridges (including culverts and	•••••••	4,080 65	4.060 65
_ cattle guards)	1,311 83	4,152 55	5,463 88
cattle guards)	3,177 25 843 01	10,061 31 1,086 18	13,238 56 1,429 19
Other expenses for maintenance of way and		148 99	
structures	<del></del>	<del></del>	189 46
Total	\$18,805 53	\$63,611 50	\$82,417 08
Maintenance of equipment:			
Repairs of locomotives	\$6,570 44	\$20,806 41	\$27,376 85
Repairs of cars	10,685 98 873 52	31,034 51 1,182 80	41,720 49 1,556 39
Other expenses for maintenance of equip-		1	
ment	1,974 75	6,253 39	8,228 14
Total	\$19,604 69	\$59,277 11	\$78,881 80
Conducting transportation:			
Wages of conductors and men	\$8,338 74	\$26,406 01	\$34,744 15
Wages of engineers and firemen	9,205 95	29,152 17	38,358 12
Fuel for locomotivesOil and waste	20,629 16 1,555 65	65,325 66	85,964 83
Water supply	714 07	4,926 22 - 2,261 22	6,481 87 2,975 29
Other train supplies or expenses	306 51	970 68	1.277 14
Wages of station agents and clerks	4,494 99	14,234 12	18,729 11
Wages for labor at stations	8,450 08 1,063 46	26,758 57 3,367 61	35,208 65 4,431 07
Station supplies	200 20		
menOther expenses for conducting transporta-	606 70	1,921 23	2,527 93
tion	1,874 42	4,852 33	5,726 75
Total	\$56,789 73	\$179,675 77	\$236,415 50
General expenses:			
Balaries of general officers and clerks		\$9,288 84	
General office expenses and supplies	189 58 1.177 83	600 35 3,728 23	789 93 4.905 56
Stationery and printing Outside agencies and advertising	1,296 65	4,106 06	5,402 71
LAGAL ATRANSAS	789 87	2,479 09	8,261.96
Loss and damage of freight and baggage Damage to cattle and property	156 28	494 88 480 47	661 16
Injuries to persons	185 93 42 00	133 00	566 40 175 00
Injuries to persons Telegraph maintenance and operation	747 62	2,367 48	3.115 10
Indurance premium	1 701 70	5,673 72	7,465 49
Elevating. Other general expenses.	329 19	10,433 84 1,042 45	10,433 84 1,371 64
Total		\$40,728 41	\$50,295 09
Grand total operating expenses	\$104,716 63	\$343,292 79	\$448,009 42

### General Balance Sheet September 30, 1889,

	•	
Assets.		
Cost of road	•••••	\$5,371,063 05 2,196,976 89
Other permanent investments, as follows, viz.:		
Bonds of other companies. Improvement account. Real estate	\$10,000 00 8,988 88 14,550 00	33.536 88
		22,900 00

OGDENBBURG AND	DAKE CHA	MPLAIN.	41.1
Curreni assets, as follows, viz.:  Open accounts  Materials and supplies.  Accrued interest  Lamoille Valley extension.		85,659 59 2,533 83	\$1,383,216 79
•		•	\$8,984,795 11
_		•	
Capital stock	•••••••		\$3,077,500 08 4,859,400 09
Audited vouchers and pay-rolls.  Open accounts Loans and bills payable Due to agents.	• • • • • • • • • • • • • • • • • • • •	108,348 69 660,088 27 141,750 00	
		<del></del>	1,047,895 11
		_	\$8,984,795 11
Traffic and M	ileage Statis	ities.	
ITEM.	Through.	Local.	Total.
Number of passengers carried Number of passenger carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	47,066 2,193,694 529,468 52,871,059	190,857 3,224,170 122,907 9,684,335	237,928 5,417,864 652,375 62,555,394
Passenger train mileage Freight train mileage All other train mileage			182,901 498,223 84,258
Total train mileage			765,382
	• 	<u>.</u>	
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings). Average per passenger carried. Average per passenger per mile	\$151,064 81 63 027 826	\$104,716 63 44 019 572	\$46,848 18 19 008 **
Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	0381.332.33	343,292 79 526 005 689	186,929 44 287 008 375
ITEM.  Computed on earnings from carrying passen and freight only.	gers Throug	h.   Local.	Through and local.
Average rate received per mile for carrying sengers, all classes	irry-	ts. Cents.	Cents. 2.45 0.8

<sup>\*</sup>Profit and loss stands in these accounts until close of company's fiscal year March 30, 1890.

Description of Road and Equip	M	iles owned, al
Track.	-	n N. Y. State.
Main line from Ogdensburg to Rouse's Point, single track. Sidings and turnouts on main line	• • • • • • • • • • • • • • • • • • • •	. 11
Grand total of tracks, sidings and turnouts		1.5
Laid with steel rails, main line		. 11
Weight of rails per vard—steel, 56 lbs. : gauge of track.	verage life of	hes: hallaste
weight of rails per yard—steel, 56 lbs., ; gauge of track, with gravel.	4 feet 8% inc	hes; ballaste
weight of ralls per yard—steel, 56 lbs., ; gauge of track, with gravel.  Bridges.	4 feet 8% inc	hes; ballaste

4,643

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers	6 22		150,000 110,000	20 20	2 8	
Total	28				10	
First-class passenger cars	9 8 5	\$1,000 2,800 2,000	42,000 40,000 40,000	25 25 25	9 8 5	3 5
Total	17				17	17
Box freight cars. Stock freight cars. Coal freight cars. Flat freight cars. Caboose, 4-wheel cars. Caboose, 8-wheel cars. Bervice, refrigerator, butter and egg cars.	1,241 27 61 166 3 14 56	\$600 600 600 450 300 600 650	22,000 20,000 22,000 17,000 14,000 21,000 24,000	16 15 15 12 20 20 15		9
Total	1,568				•••••	4

Westinghouse automatic air brake and Miller platform and coupler are used on passenger cars; hand brakes are used on freight cars.

Cook's patent switch is used on part of the line and also one invented by a former roadmaster; safety switches are used on main line.

Miscellaneous Statistics. ITEM. Cost of real estate now held by company, exclusive of that used in operation.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company  Railroads crossing road at grade	\$1,308,686 00
Highway crossings at grade without protection	107 1 14
Overhead obstructions less than 20 feet above track	7

Passenger cars are heated by coal and steam; lighted by lamps, 300° test oil, and ventilated by deck ventilators.

The United States and Canada Express Company runs over this line. Compensation paid company, 36,000 per year.

The Wagner Palace Car Company runs sleeping and parlor cars over this line; rate,

two cents per mile.

This company paid the Wagner Palace Car Company during year, \$967.80.

The Bed, White, Blue, Canada Southern, Nickel Plate and Midland fast freight lines are doing business over this road. The compensation to this company is in participating in the through rate divided pro rata on mileage. The usual master car builders' rules apply to the use of track, machinery, repairs of cars, etc. The above companies use partly cars bearing this company's initials, partly those furnished by the other railroad companies forming the lines; the companies are given no preference in either speed or order of transportation.
Contract for transportation of mails, \$1,010.38 per month to 1st of July, 1889; \$1,044.60

from that date.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	81.070
Grain	181,176
Meats and provisions. Live stock.	5,025
Live stock	4,307
Lumber	121,718
Pig and bar iron and steel	4,515
Iron or other ores Coal and ooke	2,256 141,3 <b>6</b> 9
Patrolaum and other oils	8.096
Petroleum and other oils  Shipments of manufactured goods received by railroad companies within	0,000
this State from manufactories within this State	2.196
All other manufactures	24,847
All other merchandise	41,741
All other agricultural products All other articles not included above	21,125
All other articles not included above	17,934
Total	652,375

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	6 1	8 2	9
Total	7	5	19

### EMPLOYEES.

Average number of	persons emple	oyed (including officials	3) during year	544
Aggregate amount	of salaries and	wages paid them duri	og year	\$246,848 80

#### Officers of the Company.

Name.	Title.	Official Address.
WILLIAM J. AVERILL	President	Ogdensburg, N. Y.
GEORGE T. CHILDS	Secretary	St. Albans, Vt.
DAVID D. RANLETT	Treasurer	St. Albans, Vt.

## Directors of the Company. Name. Residence. Name. William J. Averill. J. Gregory Smith. J. W. Hobart. St. Albans, Vt. J. W. Hobart. E. Stewart Stranahan. E. Cueris Smith. St. Albans, Vt. J. R. Langdon. B. S. Malley. B. Unington, Vt. D. W. Lawrence. Malone, N. Y. S. A. Oarlton. B. A. Oarlton. B. A. Oarlton. Bath. Me. W. A. Harrell. Boston, Mass. W. A. Harrell. Boston, Mass. S. A. Kellogg. Plattsburgh, N. Y.

#### 474 REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Ogdensburg and Lake Champlain Division Central Vermont Rail-road Company.
General offices at St. Albans, Vt.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address E. G. Lucas, General Auditor.

### OLEAN, BRADFORD AND WARREN.

#### LESSOR.

LESSEE - WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, October 17, 1877.)

For history of organization, see Report of 1885.

### Capital Stock.

COMMON.

No. of shares.

Par value.

Cash realized on amount outstanding.

Authorized by law or charter	1,500	\$150,000	\$150,000
Cost of Road an	d Equipmen		
Roj	ND.	T	otal cost up to Sept. 30, 1889.
Grading, masonry and ballast Bridges Superstructure (including ties) and rails Land and land damages Passenger and freight stations	• • • • • • • • • • • • • • • • • • • •		\$43,775 87 3,269 48 43,216 14 5,155 00 1,159 74
Engine and car houses		•• ••••••	3,453 02 18,092 06
Total cost of road	••••••••	•••••••	\$118,111 31
Equip	MENT.		
Locomotives Passenger cars Freight and other cars	<b>.</b>		19,007 35
Total cost of equipment		• • • • • • • • • • • • • • • • • • • •	\$29,871 03
Grand total cost of road and equipment	• • • • • • • • • • • • • • • • • • • •	•••••	\$147,982 84
General Balance Shee	t September	30, 18 <del>8</del> 9.	
Cost of road	•••••	••••••	\$147,982 34
Other permanent investments, as follows, viz.: Western New York and Pennsylvania lease.			24,823 87
Woode, a riow total and totally would relate .			\$172,806 21
Capital stock			\$150,000 00 22,806 21
			\$172,806 21

### OLEAN, BRADFORD AND WARREN.

### Officers of the Company.

Name.	Title.	Official Address.
G. CLINTON GARDNEB	President	New York city.
C. H. ALLEN	Vice-President	New York city.
J. R. Trimble F. S. Burll	Transprer	Philadelphia, Pa.
WM. L. DOYLE.	Auditor	Buffalo. N. Y.
•	•	

Name.	Directors of the Company.	Residence.
C. H. ALLEN. A. N. MARTIN. C. H. CLARK. J. N. SELIGMAN. B. K. JAMIBON		New York city. New York city. Philadelphia, Pa. New York city. Philadelphia, Pa.

Title of company, Olean, Bradford and Warren Bailroad Company. General offices at New York city. Date of close of fiscal year, September 30. For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

### OSWEGO AND ROME.

### LESSOR.

LESSEE - ROME, WATERTOWN AND OGDENSBURG RAILBOAD COMPANY.

(Date of charter, April 11, 1868.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COMMON.		PREFERRED.		
	No. of	shares	Par value.	No. of shares.	Par value.
Authorized by law or charter, and now outstanding		2,250	\$225,000	750	\$75,000
Grand total of common and prefer Number of stockholders	red sto	k now o	utstanding		\$300,000 280

### FUNDED DEBT.

	,	Brs.	1	INTEREST.		
DESIGNATION OF LIEN.	Date.	Term, ye	Bate.	When payable.	Amount author- ized.	Amount outstand- ing.
First mortgage	May 22, 1865 Feb. 1, 1866 Aug. 1, 1866 Aug. 1, 1866	50 25	p.c. 7 7	May & Nov. Feb. & Aug. Feb. & Aug. Feb. & Aug.	\$350,000 200,000 62,100 107,000	\$350,000 152,000 62,100 107,000
Total		١٠٠٠٠	ļ	! •••••••	\$719,100	\$671,100

Cost of Road.	Total cost up to Sept. 80, 1899.
Grading, masonry and ballast. Bridges. Superstructure (including ties). Land and land damages. Passenger and freight stations Engine and car-houses Engineering expenses.	20,523 16 515,473 87 133,865 34 29,006 93 10,941 62
Total cost of road	\$950,952 76

### Income Account for Year Ending September 30, 1889.

This road is leased to the Bome, Watertown and Ogdensburg Bailroad Company at the following rental: Interest on \$225,000 of the first mortgage bonds of this company and \$24,000 per annum. The interest on the first mortgage bonds is paid directly to the bencholders and is included in report of the Rome, Watertown and Ogdensburg Bailroad Company; the balance, \$24,000, is paid semi-annually to the trustee of this company, by whom it is disbursed on account of interest on the income and convertible bonds of this company, and payments to the sinking fund.

### General Balance Sheet September 30, 1889.

Cost of road	Assets.	<b>\$950,953</b> 76
Other permanent investments. Construction account	as follows, viz.:	68,174 74
		\$1,019,127 \$9
	Liabilities.	\$300,000 00 719,100 00
Current liabilities, as follows, a Sundries	112.:	27 50
		\$1,019,127 50

### Officers of the Company.

Name	Tille.	Official Address.
CHARLES PARSONS	President	96 Broadway, New York city.
CLARENCE S. DAY	First Vice-President	38 Wall street, New York city. 96 Broadway, New York city.
JOSEPH A. LAWYER	Treasurer	96 Broadway, New York city.
ELISHA M. MOORE	Secretary	Oswego, N. Y.

### Directors of the Company.

Name.	Residence.
CHARLES PARSONS	New York city.
CLARENCE S. DAY	New York city.
CHARLES PARSONS, JR	New York city.
William Lummis.	New York city.
EDWIN PARSONS	New York city.
GEORGE PARSONS	New York city.
WILLIAM M. WHITE	Utica, N. Y.
JOHN S. FARLOW	Boston, Mass.
Walton Ferguson	Stamford, Conn.
John Thorn	Utica. N. Y.
J. F. MAYNARD	
JOHN M. CROUSE	Utica. N. Y.
J. Q. A. JOHNSON	New York city.

Title of company, Oswego and Rome Railroad Company. General offices at No. 96 Broadway, New York city. For information concerning this report, address Joseph A. Lawyer, Treasurer. 96 Broadway, New York city.

### OSWEGO AND SYRACUSE.

### LESSOR.

### LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 29, 1839.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	common.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	26,408	\$1,820,400
Number of stockholders		299

### FUNDED DEET.

		years.	,	interest.	4	
DESIGNATION OF LIEN.	Date.	Term, ye	Bate.	When payable.	Amount author- ized.	Amount outstand- ing.
• First consolidated guaranteed mortgage • Guaranteed construction mortgage	Dec. 28, 1876 May 1, 1883	30 40	p.c. 7 5	Mar. & Sept. May & Nov.		\$488,000 668,000 \$1,106,000

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast Bridges Bails. Fences Passenger and freight stations Shops, machinery and tools Engineering expenses Luterest and discount charged to construction Wharfing at Oswego, etc.	\$1,757 56	\$348,958 88 31,576 53 433,044 81 285,088 63 124,412 14 62,016 58 78,748 80 17,263 28 454,489 74
Total cost of road	\$1,757 55	\$1,835,599 84

<sup>\*</sup>Issued and delivered at par to lessee for advances made.

### Cost of Road and Equipment - (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Locomotives Mall, baggage and express cars Freight and other cars	*\$6,178 00	\$145,243 GS 66,417 77 404,383 87
Total cost of equipment	*\$6,178 00	\$616,044 67
Grand total cost of road and equipment	*84,420 45	\$2,451,644 01
DETAILS OF ADDITIONS OR BETTERMENTS DUI New depot, Fulton Five box cars  Less torn down: Twelve flat cars  \$4,170 Nine box cars.  4,350	\$2,850 00	\$1,757 55
Total		
		<del>41,100 to</del>
Income Account for Year Ending Septe Gross income from all sources, as follows, viz.: Twelve months' interest on stock, directly to stockholders Twelve months' interest on bonds, directly to bondholders		#110 ### A
General Balance Sheet September	00 1000	\$103,630 W
Cost of road		\$1,835,509 34 616,044 67 28,660 30
		\$2,480,304 31
Capital stock Liabilities. Funded debt Current liabilities, as follows, viz.:		
Unfunded debt dué lessee	• • • • • • • • • • • • • • • • • • • •	53,904 31 \$2,480,304 81
		\$2,460,302 61
Description of Road and Equip TRACK.	<b>M</b>	iles owned, ali n N. Y. State.
Main line from Syracuse to Oswego, single track Sidings and turnouts on main line		34.98 22.56
Grand total of tracks, sidings and turnouts		57.54
Laid with steel rail, main line		34.98
		IN NEW YORK
Bridges.	Number.	Aggregate length.
		Ped.
Iron bridges	8	576

### Description of Road and Equipment - (Continued.)

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-driversLocomotives, 4-drivers	b 9	\$9,000 8,500	180,600 140,000			
Total	14				12	
First-class passenger cars	12 4		58,000 46,000	15 15	12	
Total	16		•••••		16	16
Box freight cars Stock freight cars Flat freight cars, gondolas Caboose, 4-wheel cars Caboose, 8-wheel cars Caboose, 8-wheel cars Bervice cars	503 3 98 3 1 2 26	\$450 400 325 400 275 700 85	24,000 20,000 18,000 12,000 14,000 26,000	10 10 10 10 10 10		19
Total	631		•••••	•••••	•••••	19

Westinghouse air-brake and Miller coupler are used on passenger cars, and handbrake and link coupler, also Smillie automatic coupler, on freight cars. Wharton and split switches in use on entire line.

### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	M. I. Diale.
Length of steel rails laid during year in repairs, miles	.77
Railroad crossing road at grade	1'
Railroads crossing over or under grade	2
Highway crossings at grade without protection	37
Highway crossing at grade protected by gates or flagmen	14
Highway crossings over or under grade	8
Overhead obstruction less than 20 feet above track	8

Passenger cars are heated since December 1, 1888, by steam heat under the Gold system, lighted by oil lamps and ventilated by transom ventilators.

### Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President	26 Exchange place, New York city
FREDERICK H. GIBBENS	Treasurer	26 Exchange place. New York city.
FRED F. CHAMBERS	Secretary	26 Exchange place, New York city.
WM. F. HALLSTEAD	General Manager	Scranton, Pa.
A. H. SCHWARZ	Assistant Supt	Syracuse, N. Y.

### Directors of the Company.

Name.	Residence.
Thomson Kingsford	Oswego, N. Y.
Hamuel Sloan	New York city.
Percy R. Pynr	
Moses Taylor Pyne	New York city.
Frederick H. Gibbens	New York city.
EDGAR S. AUCHINCLOSS	New York city.
EDWIN R. HOLDEN	New York city.
William S. Sloan	New York city.
WILLIAM B. PHELPS	Oswego, N. Y.
MERRITT TRIMBLE	New York city.
WM. W. PHELPS	Englewood, N. Y.
J. E. TAYLOB	Morristown, N. J.
J. H. DURKEE	New York city.

Title of company. The Oswego and Syracuse Railroad Company.
General offices at Oswego, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address Fred F. Chambera. Secretary and Auditor, Delaware, Lackawanna and Western Railroad Company, 26 Exchange place.
New York city.

### OWASCO RIVER.

(Date of charter, June 2, 1881.)

### Capital Stock.

•	COM	eon.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	\$30,000	\$30,000
Number of stockholders	• • • • • • • • • • • • • • • • • • • •		. 13
Cost of Road as	nd Equipmen		
Ro	AD.	T	otal cost up to Sept. 30, 1889.
Grading, masonry and ballast			
Bridges	· • • • • • • • • • • • • • • • • • • •		8,000 00
BridgesSuperstructure (including ties)			10,666 10
Land			. 27,930.69
Engineering expenses	on	• • • • • • • • • • • • • • • • • • • •	1,843 39 2,736 64
Total cost of road	••••••	••••••••	\$53,627 34
Equip	MENT.		
LocomotivesFreight and other cars		• • • • • • • • • • • • • • • • • • • •	\$2,160 00 4,997 37
Total cost of equipment			
Grand total cost of road and equipment		•••••	\$60,784 71
Income Account for Year E	Inding Septe	mber 30, 1889	<b>).</b>
Gross earnings from operationLess operating expenses (excluding all taxe	в)		\$7,152 TO 4,352 46
Gross income from all sources			\$2,800 94
Deduction from income, as follows, viz.:			
Interest on debt due and accrued	• • • • • • • • • • • • • • • • • • • •	\$802.36	
Rentals	• • • • • • • • • • • • • • • • • • • •	5 00	
TATOR OFFICE THAT SOLAGO	• • • • • • • • • • • • • • • • • • • •	505 01	1.315 87
Surplus for year ending September 30, 18	39		
<b>A</b>			
General Inco			
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888		••••••	\$1,484 37 17,412 01
Total surplus September 30, 1889		• • • • • • • • • • • • • • • • • • • •	\$18.896 \$8

### Analysis of Gross Earnings and Operating Expenses.

Freight, local	nings.		\$7,152 70
OPERATING	Expenses.	=	
Maintenance of way and structures:			
Repairs of roadbed	• • • • • • • • • • • • • • • • • • • •		\$568 25
Maintenance of equipment:		-	
Repairs of locomotives			\$16 49
Repairs of cars			182 08
Total			\$198 57
Conducting transportation:		_	
Wages of conductors and men	· · · · · · · · · · · · · · · · · · ·		\$2,069 70 1,084 75 359 97
Fuel for locomotivesOil and wasteOther expenses for conducting transportation	on		
Total	• • • • • • • • • • • • • • • • • • • •	-	\$8,585 64
Grand total operating expenses	•••••	<b>=</b>	\$4,352 46
Common Delayer Char		-	
General Balance Shee		30, 1889.	
Cost of road	ets.		\$53,627 34
Cost of equipment	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	7,157 87
		-	\$60,784 71
Liabil		=	<del></del>
Capital stock			\$30,000 00
Current liabilities, as follows, viz.: Louns			44 000 00
LoansProfit and loss (surplus)	· · · · · · · · · · · · · · · · · · ·		11,888 83 18,896 38
	•	-	\$60,784 71
Traffic and Mile	nage Statistic	m Ma	
Ire	_		All local.
Number of tons of freight carried	· <del>···</del>		31,327
Number of tons of freight carried one mile Freight train mileage			15,663 641
· ITEM.	Earnings.	Expenses.	Profit.
Freight earnings and expenses (including		\$4.352 46	<b>60, 900, 94</b>
miscellaneous earnings)	\$7,152 70 28	34,302 46 14	\$2,800 24 09
Average per ton of freight per mile *Average per freight train per mile	46	28 6 48	18 4 16

Description of Road and Equipment.

Weight of rails—steel, 55 lbs.; gauge of track. 4 feet 8% inches; ballasted with broken stone.

<sup>\*</sup>Should be \$11.16, \$6.79, \$4.37.—R. R. Commissioners.

### REPORT OF THE RAILBOAD COMMISSIONERS.

### Description of Road and Equipment - (Continued).

Page 211		ENT:	IRE LIN	E IN		TORE
Bridges.	[	Nu	mber.	T	Aggr	egate gth.
ron bridgeWooden trestles.				1 2		Feet. 14 1,30
Total	••••			3		1,44
•		<del></del>	5	2	1	ō.
Equipment.	No. owned.		Average cost of each.	H	lbe.	Average life o
cocomotive, 4-drivers	1	1	\$4,020 896	40 8	,100 ,000	:
Ordinary brake and coupler in use on cars, and ordin	ary	swit	ches us	ed or	a thi	s road
Miscellaneous Statisti ITEM.	ics.			E	ntire N. Y.	line in State.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M	men				N. Y.	State
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.	men Iovei	). 	Tonn		N. Y.	line in State.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.	men Iovei	). 	Tonn	age. 5,088 8,183 5,924	Pe	r cent.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.	men Iovei	). 	Tonn	5,088 8,183 5,924	Pe	r cent.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.  Lumber Pig and bar iron and steel Oal and coke Shipment of manufactured goods received by railroan nies within this State from manufactories within this All other merchandise.  Total  EMPLOYEES. Average number of persons employed (including offici	d cons	npa-	Tonn	5,088 8,183 5,924 11,904 228	Pe	r cent.
ITEM.  Ilighway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.  ITEM.  INDEED TO BE A STATE OF THE STA	d con	npa-	Tonn	5,088 8,183 5,924 11,904 228	Pe	r cent.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.  Lumber Pig and bar iron and steel Coal and coke Shipment of manufactured goods received by railroannies within this State from manufactories within this All other merchandise.  Total  Employees.  Average number of persons employed (including officing aggregate amount of salaries and wages paid them du	lovei	npa-	Tonn	5,088 8,183 5,934 11,904 228	Pe	r cent.
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.  Lumber Pig and bar iron and steel Oosl and coke Shipment of manufactured goods received by railroad nies within this State from manufactories within this All other merchandise.  Total  Employees, Average number of persons employed (including officing aggregate amount of salaries and wages paid them di	d con	npa-te	Tonn	8.4ge. 5,088 8,183 5,924 11,904 228 31,327	Pe	10 22 30 10 100
ITEM.  Highway crossings at grade protected by gates or flags  DESCRIPTION OF FREIGHT M  ITEM.  Lumber Pig and bar iron and steel Joal and coke Shipment of manufactured goods received by railroantles within this State from manufactories within this All other merchandise.  Total  EMPLOYEES. Average number of persons employed (including officing aggregate amount of salaries and wages paid them du  Officers of the Company	d conting	Official unduring the state of	Tonn	8.4ge. 5,088 8,183 5,924 11,904 228 31,327	Pe	r cent. 11(2) 21(3) 10(4)

<sup>\*</sup>Six years in use.

Name.	Residence.
Henry J. Kosters Calvin Young. Horace M. Whipple Thomas M. Osborne. Allen McKain. Clements B. Kosters. David Herbert	
DATID HARDART	Philadelphia, Pa.

Title of company, Owasco River Railway Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, September 20.
Date of stockholders' annual meeting, June 2.
For information concerning this report, address John H. Osborne, Secretary and Treasurer.

### PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

(Date of consolidation and merger, December 13, 1887.)

A consolidation and merger of the Poughkeepsie, Hartford and New England Bailroad Company and the Poughkeepsie and Southwestern Bailroad Company. No report for 1889 received.

### PERRY.

### LESSOR.

LESSEE - BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, May 9, 1882.)

For history of organization, see Reports of 1885 and 1887.

### Capital Stock and Funded Debt.

CAPITAL STOOK.

COMMON.

	COM	MON.	Cash realize	he
•	No. of shares.	Par value.	on amount outstanding	t
Authorized by law or charter, issued for actual cash and now outstanding	200	\$20,000	\$8,253	 53
Number of stockholders				16
• Funde	D DEBT.			
Cost of	Road.	T	otal cost up : Sept. 30, 1889.	
Grading, masonry and ballast			. \$9,542	
Bridges			. 2,828	
Land and land damages			. 7,663 . 5,978	
Passenger and freight stations		• • • • • • • • • • • • • • • • • • • •	1.244	
Engine and car houses				
Engineering expenses			. 891	12
Telegraph line			. 55	00
Total cost of road			. \$28,253	53
				_

Peported in that of the Buffalo, Rochester and Pittsburgh Railroad Company.

### REPORT OF THE RAILBOAD COMMISSIONERS.

### General Balance Sheet September 30, 1889.

	Assets.		
Cost of road		······ <sub>=</sub>	\$22,253 \$3
	Liabilities.		
Capital stock Funded debt			\$8,253 53 20,000 00
		=	\$28,263 53
	Officers of the Company.		
Name.	Title.	Official Addr	ess.
Adrian Iselin, Jr John H. Hocart	President Secretary and Treasurer	No. 36 Wall St., N No. 36 Wall St., N	I. Y. city. I. Y. city.
	Directors of the Company		
Name.		Res	idence.
Adrian Iselin, Je. C. O. D. Iselin Henby Fatio. Guillaume Fatio Alfred Sarasin A. W. Sherman Fred. D. Tappen Alfred Roosevelt. William E. Roosevelt. Henby I. Barbey H. L. Braynard		New Y New Y New Y New Y New Y New Y New Y New Y New Y New Y New Y New Y	ork city. ork city. ork city. ork city. ork city. ork city. ork city. ork city. ork city. ork city. ork city.
	ll street, New York city.		cretary and

### PORT JERVIS, MONTICELLO AND NEW YORK.

(Date of charter, November 17, 1896.)

For history of organization, see Report of 1888.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COMM	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	5,000	\$500,000	
Issued for actual cashIssued on account of construction	609 3,482	\$60,900 348,200	\$60,90
Total now outstanding	4,091	\$409,100	960,90

### FUNDED DEBT.

				INTEREST.		_	Cash realized
DESIGNATION OF LIEN.	Date.	Term, yea	Rate.	When payable.	Amount author- ized.		
First mortgage 6 per ct. gold bds	Dec. 1, 1887	40	p. c. 6	•	\$500,000	\$864,000	\$364,000

Cost of Road and Equipment		
18	Additions or betterments, during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
	00, 1000.	00, 1005.
Grading, masonry and ballast	\$8,183 08	\$8,183 0
Rails	8,350 46	6,905 6
Land Fences	15,468 05 628 82	87,710 7 1,510 7
Passenger and freight stations	6.622 54	6,942 5
Shops, machinery and tools	885 84	456 8
Fuel and water stations		116 7
Engineering expenses Interest and discount charged to construction	1.866 85 2.139 51	4,525 7 2,139 5
Road built by contract.	350,000 00	560,000 0
Road built by contract. Purchase of constructed road	8,854 05	184,663 3
Total cost of road	\$392,498 20	\$818,155 0
Equipment.		
Freight and other cars	84,108 41	87,708 4
		224 9
Total cost of equipment	84.108 41	87,933 8
DETAILS OF ADDITIONS OR BETTERMENTS DURI	\$396,606 61 NG THE YEAR.	\$821,088 8
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts	\$396,606 61  NG THE YEAR.  and Wurtsboro	\$8,183 0 3,350 4 15,488 0 6,622 5 385 3 1,866 8 2,139 5 350,000 0
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts	\$396,606 61 NG THE YEAR.	\$8,183 0 3,350 4 15,488 0 6,622 5 385 3 1,866 8 2,139 5 350,000 0
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts Rails, etc., aside from amount covered by contracts Terminal at Port Jervis, etc.  Fencing. Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.	\$396,606 61 NG THE YEAR.	\$8,183 0 \$8,183 0 15,483 0 628 3 6,22 5 385 3 1,865 3 2,139 5 350,000 0 3,884 0 4,108 4
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc. Fencing Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract. Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.  Income Account for Year Ending Septemi	\$396,606 61  NG THE YEAR.  and Wurtsboro  ber 30, 1889.	\$8,183 0 3,350 4 15,468 0 628 3 6,622 5 385 3 1,866 8 2,189 5 350,000 0 3,854 0 4,108 4
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc. Fencing Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract. Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.  Income Account for Year Ending Septemi	\$396,606 61  NG THE YEAR.  and Wurtsboro  ber 30, 1889.	\$8,183 0 3,350 4 15,468 0 628 3 6,622 5 385 3 1,866 8 2,189 5 350,000 0 3,854 0 4,108 4
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc. Fencing Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract. Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.  Income Account for Year Ending Septemi	\$396,606 61  NG THE YEAR  and Wurtsboro  ber 30, 1889.	\$821,088 3 \$8,183 0 3,350 4 15,488 0 628 3 6,622 5 385 3 2,139 5 350,000 0 3,884 0 4,108 4 \$396,606 6
DETAILS OF ADDITIONS OR BETTERMENTS DURY Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc. Fencing. Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract. Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.  Income Account for Year Ending Septemi Gross earnings from operation Less operating expenses (excluding all taxes)  Gross income from all sources  Deductions from income, as follows, viz. Interest on funded debt due and accound	\$396,606 61  NG THE YEAR.  and Wurtsboro  ber 30, 1889.	\$8,183 0 3,350 4 15,488 0 628 3 6,622 5 385 3 1,366 8 2,139 5 350,000 0 3,884 0 4,108 4 \$396,606 6
DETAILS OF ADDITIONS OR BETTERMENTS DURY Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc. Fencing. Stations at Pt. Jervis, Huguenot, Godeffroy, Westbrookvillejan Additional tools, etc. General engineering expenses Interest and discount paid on account construction Road built by contract. Purchase of constructed road Additional equipment—5 box cars, hand cars, etc.  Income Account for Year Ending Septemi Gross earnings from operation Less operating expenses (excluding all taxes)  Gross income from all sources  Deductions from income, as follows, viz. Interest on funded debt due and accound	\$396,606 61  NG THE YEAR.  and Wurtsboro  ber 30, 1889.	\$8,183 0 3,350 4 15,488 0 628 3 6,622 5 385 3 1,366 8 2,139 5 350,000 0 3,884 0 4,108 4 \$396,606 6
DETAILS OF ADDITIONS OR BETTERMENTS DURI Grading, aside from amount covered by contracts. Rails, etc., aside from amount covered by contracts. Terminal at Port Jervis, etc Fencing. Stations at Pt. Jervis, Huguenot, Godefiroy, Westbrookvillejan Additional tools, etc General engineering expenses. Interest and discount paid on account construction Road built by contract Purchase of constructed road Additional equipment—5 box cars, hand cars, etc  Income Account for Year Ending Septemi Gross earnings from operation Less operating expenses (excluding all taxes)  Uross income from all sources  Deductions from income, as follows, viz.:	\$396,606 61  NG THE YEAR.  and Wurtsboro  ber 30, 1889.	\$8,183 0 3,350 4 15,488 0 628 3 6,622 5 385 3 1,396 8 2,139 5 350,000 0 3,884 0 4,108 4 \$396,606 6

### General Income Account.

Deficit for year ending September 30, 1889	\$18,142 72 6,921 11
Deficit September 30, 1889	\$25,063 83

### Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

	Passenge	r.	Freight	•	Total.	
Freight, all local	************	.::	\$15,964		\$15,964	
Passengers, all local	\$16,947 1,055		•••••	•••	16,947 1,068	
Express	1,878		***********		1,878	
Total gross earnings	\$19,877	75	\$15,964	76	\$35,341	5
OPERATING	Expunsus.					
•						
Maintenance of way and structures: Repairs of track and roadbed Repairs of bridges (including culverts and			\$5,258		\$10,507	
cattle guards)		60 17	8	60 17		294 334
Other expenses for maintenance of way and		-				_
structures	19	12	19	18	28	2
Total	\$5,814	42	\$5,314	42	\$10,628	84
Maintenance and equipment:						
Repairs of locomotives	\$1,267		\$1,267		\$2,534	31
Repairs of cars	568 26	72 93		72 98	1,187 53	
Total	\$1,862	81	\$1,862	80	\$3,726	61
Conducting transportation:		<u> </u>		<u>-</u> _		
Wages of conductors and men	\$1,452		\$1,452		\$2,906	
Wages of engineers and firemen	2,057		2,067		4,115	
Fuel for locomotives Oil and waste	2,797 291		2,797 291	56	5,596	
Other train supplies or expenses	102		102		582 204	
Wages of station agents and clerks	547	25	547		1.094	
Wages for labor at stations	330			00	660	
Station suppliesOther expenses for conducting transporta-	71	84		84	142	68
tion	189	86	189	86	378	72
Total	\$7,889	58	\$7,839	58	\$15,679	16
General expenses :				<u> </u>		_
Salaries of general officers and clerks	\$640		\$640		\$1,290	
Stationery and printing	274 285		274 285		548 471	
Legal expenses	235 16			00	471 33	
Mileage of cars of other companies (debit)				**		
balance)Other general expenses	307 32	87	807 82	38	615 64	
Total	\$1,505	60	\$1,505	60	\$8,011	300
Grand total operating expenses	\$16,522	41	\$16,522	40	\$34,044	81

### General Balance Sheet September 30, 1889.

Assets.	
Cost of road	\$813,165 00
Cost of equipment	7.000 21

Current assets, as follows, viz.:  Cash on hand  Bills receivable  Due by agents  Open accounts  Materials and supplies  Profit and loss (deficiency)		4,985 21 1,238 41 841 92 148 00	\$10,180 87 25,063 83 \$856,333 01
<b>*</b>		-	,000,000 UI
Capital stock			\$409,100 00 364,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay rolls Open accounts. Loans and bills payable	•	\$11,090 00 9.688 91	·
•			83,288 01 856,833 01
Number of passengers carried			All local. 36,247 775,110 27,502 348,963 38,036
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried.  Average per passenger per mile.  Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.	\$19,877 75 5346 025 15,964 76 5805 046	\$16,522 41 4568 0213 16,522 40 6008 047	\$2,855 34 0788 0037 Loss. 557 64 0203 001
ITEM.  Computed on earnings from carrying passes  Average rate received per mile for carrying payers  Average rate received per mile per ton for car	assengers, all	classes	All local. Cents. 2.2 4.6
Description of Road	and Equip:		
TRAC			es owned, all N. Y. State.
Main line from Port Jervis to Monticello, sing Huguenot Junction to Summitville, single tra	ok Rie glyck	·····	29.75 17.80
Total single track	•••••••		41.05 1.50
Grand total of tracks, sidings and turnout			42.55
Laid with steel rail, main line		= ······	25.10 15.96

Weight of rails per yard—steel, maximum, 58 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with soil and gravel.

### Description of Road and Equipment - (Continued).

	ENTIRE LINE IN NEW YORK STATE.			
Bridges.	Number.	Aggregate length.		
Iron bridges	4 10	Feet. 321 404		
Iron bridges	10	1,200		
Total	18	1,925		
	·			

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4-drivers	8		8	{	128,000 125,000 120,000	} 2	
First-class passenger cars Second-class passenger cars Baggage, mail and express cars	i	2	2 1 2			2 1 2	1 1
Total	8	2	5				4
Box freight cars	5 10 10		5 10 10	\$540 360			
Total	25		25		•••••		

Miller automatic coupler is used on passenger cars; link and pin coupler on freight cars.
The safety split switch is used on road.

### Missella manne Statistics

MAINCAMPHICUMS DESCRIPTIONS	
Item.	Entire line in N. Y. State.
Road constructed and opened for business during the year, miles Telegraph owned and operated by company, miles Highway crossings at grade, all protected by sign boards.	18.05 24.75

Passenger cars are heated with Miller steam heaters, lighted with oil lamps, and ventilated by roof ventilators.

Wells, Fargo & Co.'s Express Company ran over road from October 1, 1888, to May 17. 1889, paid this company its regular tariff on first-class freight, and 230 per month for messenger service. The National Express Company ran over road from May 17 to September 30, 1889, and paid by pro rating receipts and paying \$40 per month for messenger service. Compensation from the United States Government for the transportation of malls was at the rate of \$42.75 per mile per annum from October 1, 1888, to June 30, 1889, 24.55 miles, and at \$44.45 per mile per sanum from July 1, 1889, to September 30, 1889, 24.56 miles. Rate for carrying on extension not yet established.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour	1.661	
Grain	874 725	1

### Miscellaneous Statistics-(Continued).

ITEM.	Tonnage.	Per cent.
Lumber Iron or other ores and stone Coal and coke Manufactures All other merchandise	478	10 18 56
All other articles not included above	1,926 27,502	100

### EMPLOYEES.

Average number of persons employed (including officials) during year ...

69

### Officers of the Company.

Name.	Title.	Official Address.
WADE BUCKLEY	Vice-President	Port Jervis, N. Y. Port Jervis, N. Y. Port Jervis, N. Y.
W. H. NEARPASS BENJ. RYALL ELI MOMILLEN	Secretary	Port Jervis, N. Y. Port Jervis, N. Y. Port Jervis, N. Y. Port Jervis, N. Y. Port Jervis, N. Y.
Name.	, Directors of the Comp	Residence.
PETER E. FARNUM		Port Jervis, N. Y.

Name.	Residence.
PETER E, FARNUM	Port Jervis, N. Y.
A. P. HOWELL	. Port Jervis, N. Y.
A. P. Howell Wade Buokley	. Port Jervis. N. Y.
W. H. NEARPASS	Port Jervis, N. Y.
S. Van Etten	Port Jervis, N. Y.
C. E. CUDDEBACK	. Port Jervis, N. Y.
C. V. B. LUDINGTON	Monticello, N. Y.
C. G. Bennet	Wurtsboro, N. Y.
WM. NORRIS	Godeffroy, N. Y.
FRANCIS MARVIN	. Port Jervis, N. Y.
A. J. HARDENBERGH	. Brooklyn, N. Y.
W. B. Royce	. Middletown, N. Y.
CHARLES St. JOHN	Port Jervis, N. Y.

Title of company. Port Jervis, Monticello and New York Railroad Company. General offices at Port Jervis, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address Benj. Ryall, General Manager.

### PROSPECT PARK AND CONEY ISLAND.

(Date of charter, October 9, 1874.)

For history of organisation, see Reports of 1886, 1886 and 1887.

### Capital Stock and Funded Debt.

CAPITAL STOCK AND INCOME BONDS.

	001	CMON.	Income	Cash realized
	No. of shares.	Par value.	bonds, par value.	on amount outstand- ing.
Authorized by law or charter	5,000 2,500	\$500,000 250,000		
Issued for actual cash, at time of construc- tion	2,000 3,000		\$250,000	
Total now outstanding	2,500	\$250,000	\$250,000	\$250,000

Grand total of common stock and income bonds now outstanding ......
Number of stockholders.....

\$500,000

#### FUNDED DEBT.

		years.	INTEREST.				Cash
Designation of Lien.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
First mort. bonds Second mort. bds	Oct. 1, 1874 Feb. 1, 1886	20 40	p. c. 7 6	Jan. 1, July 1 Feb. 1, Aug. 1	\$500,000 500,000	\$500,000 380,000	\$500,000 380,000
Total				••••••		\$890,000	\$880,000
Deduct amount of road Company of chise and propert	Brooklyn, pr	roce	eds (	of sale of hors	a car fran-	420,000	
Net funded deb	t outstanding	Z				\$460,000	İ

### Cost of Road and Equipment.

ROAD.	ROAD.  Additions or betterments during year ending Sept. 30, 1889.	
Grading and masonry	257 14	\$16,375 91 19,815 32 105,891 52

<sup>\*</sup>Interest payable only out of the net earnings of each year after the payment of interest on the prior bonded indebtedness, which interest is not cumulative; issued May 1, 1880, for 40 years, interest 6 per cent, payable May and November.

### PROSPECT PARK AND CONEY ISLAND.

### Cost of Road and Equipment - (Continued).

	<del></del>	
Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Land, building, fixtures, etc	\$80,716 48	\$368,040 12 22,961 65 1,969 07 300,000 00
Total cost of road	\$30,817 77	\$834,973 59
EQUIPMENT.	1	\$49,136 57
Passenger cars. Freight and other cars.	\$4,163 91	48,584 22 6,448 68
Total cost of equipment	\$4,168 91	\$104,169 47
Grand total cost of road and equipment	\$84,981 68	\$939,143 06
Thirty-sixth street, Brooklyn. On account of grading and masonry, Fifth and Seventh ave sixth and Thirty-seventh streets, account new Fifth aven Additional fencing platforms, etc., at Brooklyn Jockey Clu Additional track on Gravesend avenue from Parkville to K Additions to Brooklyn depot buildings, Minth avenue a street, and plaza improvements, West Brighton.  Electric light plant additions Electra new gondola and flat cars Miscellaneous  Total.  Income Account for Year Ending Septem Gross earnings from operation. Less operating expenses (excluding all taxes)	neington nd Twentieth	5,977 87 8,108 04 1,359 32 4,163 91 338 26
Net earnings from operation		
Atlantic Avenue Railroad, rent and interest	•••••••	21,000 00 15,126 99 50 00
Gross income from all sources		
Deductions from income, as follows, viz.:  Interest on funded debt due and accrued	1 189	00 06 00 75 40 97
Deficit for year ending September 30, 1889		72,889 1
General Income Account.  Deficit for year ending September 30, 1889		\$8,868 8
Deficit up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	29,527 0
Total deficit September 30, 1889	••••••	\$88,895

### DETAILED STATEMENT OF RENTALS.

New York and Coney Island Railroad Company, rent guaranteed under lease

\$10,000 00

### Analysis of Gross Earnings and Operating Expenses.

### EABNINGS.

	Passenger.	Freight.	Total.
Freight, local	\$140,822 86	*\$3,276 67	\$3,276 67 140,822 86
Total gross earnings	\$140,822 86	.\$3,276 67	\$144,099 53

#### OPERATING EXPENSES.

OPERATING EXPENSES.	
Maintenance of way and structures: Repairs of roadbed Repairs of bridges (including culverts and cattle-guards). Repairs of stations, shops, docks, etc. Repairs of fences Other expenses for maintenance of way and structures	\$10,390 90 44 17 4,392 95 381 50 1,994 71 \$16,904 23
Maintenance of equipment: Repairs of locomotives. Repairs of cars Repairs of machinery and tools. Other expenses for maintenance of equipment.  Total	6,854 82 300 93 5 00
Conducting transportation: Wages of conductors and men Wages of engineers and firemen Fuel for locomotives Oil and waste. Water supply Other train supplies or expenses Wages of station agents and clerks Wages for labor at stations. Station supplies Wages of watehmen, flagmen and switchmen Other expenses for conducting transportation	\$7,110 75 7,652 88 13,287 84 742 68 542 06 138 17 2,316 51 5,890 58 631 85 9,677 95 6,918 00
Total	\$54,909 24
General expenses:  Salarier of general officers and clerks General office expenses and supplies Stationery and printing Outside agencies and advertising Legal expenses Injuries to persons Telegraph maintenance and operation Other general expenses	\$14,772 44 1,077 27 1,657 26 3,883 \$3 1,231 98 4,565 68
Total	<b>\$31,629</b> 84
Grand total operating expenses	\$116,805 64
General Balance Sheet September 30, 1889.	
Cost of road	\$834,978 59 104,169 47
Other permanent investments, as follows, viz.: Stock of other companies	420,000 00

## • This being an excursion road there is no special freight service.

Current assets, as follows, viz.: Cash on hand Bills receivable. Open accounts. Materials and supplies. Sundries. Accrued interest. Profit and loss (deficiency).	12,565 0 3,526 6 4,394 9 7,890 3 5,250 0	10 10 16 15 10 10 10 10 10 10 10 10 10 10 10 10 10	1,289 44 8,396 31 8,827 81
_		<b>31,1</b>	0,021 01
Qapital stockLiabilities.		. \$25	0,000 00
Oapital stock Income bonds. Funded debt	•••••	. 25	0,000 00 0,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued			
Interest on funded debt due and accrued	\$13,670 0 11,197 2	10 16	
Audited vouchers and pay rolls			
Loans and bills payable	47,812 8	15	8,827 81
			8,827 81
Traffic and Mileage Statistics.			<del></del> -
ITEM.		A	ll local.
Number of passengers carried		. 1	,200,068 4,491
man and the second an			140,564
Freight train mileage	•••••	•	3,074 3,636
Passenger train mileage. Freight train mileage. All other train mileage.  Total train mileage.  ITEM.  Computed on earnings from carrying passengers only.	••••••	A	3,636 147,274 Il local. Cents.
Freight train mileage	•••••••	A	3,636 147,274
Freight train mileage	•••••••	A	3,636 ui lie all local. Cents. 3
Total train mileage	Miles owned, all in New York State.	es leased, all in	Total miles all in New York State.
Total train mileage	Miles owned, all in New York State.	es leased, all in	3,636 ui lie all local. Cents. 3
Total train mileage	Miles owned, all in New York State.	Mijes leased, all in New York State.	Joeal. Cents. 3
Total train mileage.  Total train mileage.  Total train mileage.  Computed on earnings from carrying passengers only.  Average rate received per mile for passengers, all classes.  Description of Road and Equipment.  TRACK.  Main line from Ninth avenue and Twentleth street, Brooklyn, to Atlantic Ocean, West Brighton Beach, Coney Island, single track.  Total of branches or other roads, single track.  Total single track.	Miles owned, all in New York State.	Miles leased, all in New York State.	Joeal. Cents. 3
Total train mileage.  Total train mileage.  Computed on earnings from carrying passengers only.  Average rate received per nfile for passengers, all classes.  Description of Road and Equipment.  TRACE.  Main line from Ninth avenue and Twentieth street, Brooklyn, to Atlantic Ocean, West Brighton Beach, Coney Island, single track.  Total of branches or other roads, single track.  Total single track.  Second track on main line.	9   9   Miles owned, all in   12   22   New York State.	Miles leased all in New York State.	Jesse Turing and Mark Turing a
Trem.  Computed on earnings from carrying passengers only.  Average rate received per nfile for passengers, all classes.  Description of Road and Equipment.  Track.  Main line from Ninth avenue and Twentieth street, Brooklyn, to Atlantic Ocean, West Brighton Beach, Coney Island, single track.  Total single track.  Second track on main line.	Miles owned, all in New York State.	Mijes leased, all in New York State.	3,636 147,274 11 local. Cents. 3 ui illes Mi
Total train mileage.  Total train mileage.  Total train mileage.  Computed on earnings from carrying passengers only.  Average rate received per nulle for passengers, all classes.  Description of Road and Equipment.  TEACK.  Main line from Ninth avenue and Twentieth street, Brooklyn, to Atlantic Ocean, West Brighton Beach, Coney Island, single track.  Total of branches or other roads, single track.  Total single track.  Second track on main line.  Sidings and turnouts on main line.	Miles owned, all in New York State.	Miles leased all in New York State.	3,636 147,274 11 local. Cents. 3 ui letetus sellm letetus

Average life of rails—steel, 16 years; iron, 9 years; average life of ties, 6 years; weight of rails per yard—steel, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel reil.
New York and Coney Island Culver route	West Brighton Beach, C. I Parkville	Coney Island Point Bay Ridge	2,41 3.50	Leased Trackage right	3.50	2.41 3.80

Bridges.	ENTIRE LINE IN NEW YORK STATE.			
Dalbon	Length, Aggregation			
Wooden trestle	1	Foet. 2,043		

Едірмент.	No. owned.	No. leased.	Total number.	Aggregate cost of each.	Maximum weight of each in pounds.	No. equipped with patent brake.	No. equipped With patent coupler.
Locomotives, 4-drivers (no tenders)	8	2	10		42,000	8	
First class passenger cars Baggage, mail and express car	30 1	14	44	\$1,375 500	21,000 20,000	44 1	44
Total'	81	14	45		•••••	45	44
Box freight car Flat freight cars (gondolas) Caboose, 4-wheel car Service, 4-wheel cars	1 19 1 2		1 19 1 2	\$400 800 800	9,000 9,000		
Total	28		28				

Passenger cars are equipped with Cowell patent coupler and spring buffer, and freight cars with ordinary link and pin and McKeen automatic coupler.

Brahm automatic needle and Lorenz switches are used in all main track connections.

### Miscellancous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	8.16 .009
Railroads crossing road over or under grade. Highway crossings at grade without protection. Highway crossings at grade protected by gates or flagmen. Overhead obstructions less than 20 feet above track.	6

Passenger cars are heated by Spear and Baker heaters, lighted with kerosene oil, and ventilated by sash ventilators.

The Woodruff Sleeping and Parlor Coach Company runs to the Brooklyn Jockey Club race track during spring and fall meetings. The extra charge is twenty-five cents per passage, each way, the entire length.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.
Grain	82
Meats and provisions.  Lumber Iron or other ores.	114
Coal and coke	109
Petroleum and other oils	60 318
All other merchandise	1 45
All other agricultural products.  Beer, ale, milk and ice cream	3,809
Total	4,491

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger	1		1
Other		î	i
Total	1	2	3

### EMPLOYEES,

Average number of persons employed (including officials) during year:	
SummerSpring and fall	188 140
Winter	60

### Officers of the Company.

Name.	Title.	Official Address.
ALLAN C. WASHINGTON HIRAM A. FARON	Treasurer	16 Court street, Brooklyn, N. Y. 16 Court street, Brooklyn, N. Y. 16 Court street, Brooklyn, N. Y. 16 Court street, Brooklyn, N. Y.

Directors of the Company.	
Name.	Residence.
ANDREW R. CULVEB	Brooklyn, N. Y.
Allan C. Washington	New York city.
Austin Corbin	New York city.
SIDNEY WEBSTER	New York city.
LYSANDER STACEY	Brooklyn, N. Y.
Fraley C. Nieubuhe	Brooklyn, N. Y.
THEO. B. MOORE	New York city.

Title of company, Prospect Park and Coney Island Railroad Company. General offices at 16 Court street, Brooklyn, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, third Monday in September. For information concerning this report, address Andrew R. Culver, President.

### RENSSELAER AND SARATOGA.

### LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.
(Date of charter, April 14, 1832.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	сомп	ion.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter Issued for actual cash and now outstanding.	100,000 87,608	\$10,000,000 8,760,800	\$8,760,800

### FUNDED DEBT.

DESIGNATION OF	Data	years.	INTEREST.		Amount	Amount	Cash realized	
Lien.	Date.	Term,	Rate.	When payable.	author- ized.	ing. out	on amount outstand- ing.	
First mort bonds.	1871	50	p.c.	1921	\$2,000,000	\$2,000,000	\$2,000,000	

### Cost of Road and Equipment.

· Road.	Additions or betterments during year ending Sept. 30, 1899.	Total cost of road and equipment up to Sept. 30, 1890.
Grading, masonry and ballast Bridges Superstructure (including ties). Rails Land Land damages Fences Passenger and freight stations Engine and car houses Shops, machinery and tools Fuel and water stations Engineering expenses. Telegraph line.	83,490 62 6,952 75 1,153 47 853 12	\$2,877,302 44 761,423 71 2,321,261 45 139,797 82 72,043 86 1,067,868 57 447,433 83,874 47 447,432 82 2,618 62 6,726 26 217,576 78 18,500 00
Total cost of road	\$168,632 03	\$8,830,604 41
EQUIPMENT.  Locomotives Passenger cars Mail, baggage and express cars. Freight and other cars  Total cost of equipment  Grand total cost of road and equipment	\$39,000 00 13,880 00 2,000 00 49,150 00 \$103,980 00 \$272,612 03	\$427,750 00 219,200 01 3,500 00 697,294 00 \$1,347,744 01 \$9,678,348 42

### RENSSELAER AND SARATOGA.

•	
DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR	<b>.</b>
Grading in side tracks	85,427 89
Masonry in cattle pass.  Masonry in bridges  Masonry in retaining wall	1,276 14
Masonry in retaining wall	29,936 53 919 39
New bridge at Saratoga. Renewing timber with iron structures.	9,890 61
Renewing timber with iron structures	8,336 25
Material and labor in side tracks	20,690 37 110 05
Material and labor in side tracks Material and labor in cattle pass. Material and labor in bridges	94 84
Rails laid in side tracks.	8,490 62
Rails laid in side tracks.  Renewing iron rails with steel.  Land in Troy for Troy Union Railroad, being one-fourth of the purchase and recording deed.  Satisfaction of a mortgage on property in Saratoga purchased in 1885  Land for tracks to United States arsenal, in town of Waterviet.  Track scales at Schenectady.  New machine shop office at Green Island.	75,000 00
and recording deed	452 75
Satisfaction of a mortgage on property in Saratoga purchased in 1885	5,000 00
Track scales at Schenestady	1,500 00 1,158 47
New machine shop office at Green Island.	853 12
Total	\$168,632 03
·	<del></del>
Income Account for Year Ending September 30, 1889.	
*Interest From Delaware and Hudson Canal Company, to maintain organization	\$1,680 00 1,000 00
From Albany and Vermont Railroad Company, as per agreement	800 00
Income from all sources	\$3,480 00
Deductions from income, as follows, viz.:	
Salaries	
Interest on mortgage 62 90 Law expenses 260 00	
Law expenses       260 00         Sundry expenses       948 50	
	2,571 40
Surplus for year ending September 30, 1889	\$908 60
General Income Account.	
Surplus for year ending September 30, 1889	\$908 60
Surplus up to September 30, 1888	55,605 17
Total surplus September 30, 1889	\$56,513 77
General Balance Sheet September 30, 1989.	
Assets.	
Cost of road	\$8,330,604 41 1,847,744 01
An Advantage Annual Ann	2,000,000,00
Other permanent investments, as jouous, oz.: Cost of Glang Falla Railroad	
Cost of Salem and Rutland Railroad	
Cost of Troy Union Railroad	
Other permanent investments, as follows, viz.:  Cost of Glens Falls Bailroad	
	1,082,511 83
Sundries	56, <b>5</b> 13 77
•	\$10,817,373 52
Capital stock Liabilities.	
runded deot	2,000,000 00
Current liabilities, as follows, viz.: Due Delaware and Hudson Canal Company on open account for better-	
ments as provided in lease.  Profit and loss (surplus)	59 75 56,513 77
Front and tops (outputs)	\$10,817,873 52
Officers of the Company	
Officers of the Company.	
Name. Title. Official Ad	aress.
Name. Tute. Official Ad George H. Cramer. President Troy, N. John H. Neher. Secretary and Treasurer. Troy, N.	Υ.·
JOHN M. NEHER Secretary and Treasurer Troy, N.	1.

<sup>\*</sup>For additional rentals received by this company, see report of Rensselaer and Saratoga, lessee,

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Trov. N. Y.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE B. WARREN	
HENRY C. LOCKWOOD	
CHARLES W. TILLINGHAST	. Troy, N. Y.
WM. HOWARD DOUGHTY	. <u>T</u> roy, <u>N</u> . <u>Y</u> .
JAMES A. EDDY	
Norman B. Squires	
C. E. Dudley Tibbits	. Troy, N. Y.
EDW. COURTLAND GALE	. Troy, N. X.
LeGrand C. Chamer	Troy, N. Y.
ISAAC V. BAKER	
JOHN HOBART WARREN	. Hoosick Falls, N. Y.

Title of company, Rensselaer and Saratoga Railroad Company. General offices at Troy, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in June. For information concerning this report, address Geo. H. Cramer, President.

### RENSSELAER AND SARATOGA.

LESSEE.

#### Cost of Equipment.

****	
*\$41,461 67 29,529 39 1,847 44 *49,150 00	\$326,144 56 368,099 39 15,247 44 582,834 77
\$59,234 00	\$1,292,396 16
ING THE YEAR \$12,961 67 \$9,000 00	. \$10,500 00 7
	51,961 67
	1
5,250 00 1,000 00 31,500 00	) ) )
	*\$69,234 84
	1,847 44 *49,150 00 \$59,234 00  S12,961 6'

Rensselaer A	and Sarato	GA.	499
Income Account for Year B	inding Septe	mber 30, 1889	•
Gross earnings from operation Less operating expenses (excluding all taxe	s)	• • • • • • • • • • • • • • • • • • • •	\$2,427,592 44 1,460,283 19
Net earnings from operation		. <b>.</b>	\$967,359 25
Income from other sources, as follows, viz.; Dividend on Champlain Transportation Com	npany's stock .		6,681 50
Gross income from all sources		••••••	\$974,040 75
Deductions from income, as follows, viz.:		#0F1 0#0 F0	,
Rentals Taxes on property used in operation of road Taxes on earnings and capital stock Taxes other than above	i	84,946 59 23,984 84 621 47	1,060,615 60
Deficit for year ending September 30, 188	9		\$86,574 85
General Inco	me Account.	=	
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888		• • • • • • • • • • • • • • • • • • • •	\$86,574 85 225,229 <b>30</b>
Total deficit September 30, 1889	\$311,804 15		
DETAILED STATEM	ENT OF RENTA	ls.	<del></del>
Dividend on stock of Rensselser and Sarato	ga Railroad Co	mpany	\$696,912 00
Interest on bonds of Rensselaer and Sarator Maintaining organization	ra Kaliroad Coi	npany	138,687 50 1,000 00
Maintaining organization Interest on equipment of Delaware and Huc	dson Canal Cor	npany	44,265 89
Sub-leases: Albany and Vermont Railroad Company			20,000 00
Albany and Vermont Railroad Company New York Central and Hudson River Railroa	d Company	• • • • • • • • • • • • • • • • • • • •	2,500 00
Saratoga and Schenectady Railroad Compar Rutland and Whitehal! Railroad Company			31,750 00 15,492 00
Green Island lots		• • • • • • • • • • • • • • • • • • • •	455 81
Total amount of rentals deducted from i	ncome	•••••••••••••••••••••••••••••••••••••••	\$951,062 70
Analysis of Gross Earning	and Operat	ing Expenses.	•
EABN	INGS.		
	Passenger.	Freight.	Total.
Freight. through			
Passengers, through \$106.888.96	•••••	\$1,422,006 09	\$1,422,006 09

Freight. through	45 64	\$1,422,006 09	\$1,422,006 09
Passengers, through	76		
Newspaper and baggage express	22.010 79	3	858,062 72 2,439 92 22,010 79
Express Extra baggage Miscellaneous, as follows, viz.:	' 59,394 0		
Rents       \$11,005         Telegraph       4,286         Troy toll bridge       42,804	45	ı	
2102	27,303 90	30,792 06	58,095 96
Total, gross earnings	\$974,794 29	\$1,452,798 15	\$2,427,592 44
_	TING EXPENSES.		
Maintenance of way and structures: Repairs of track Repairs of track Steel rails laid, 3,138 tone; cost \$89,735.89. Iron rails laid, 758 tons; cost \$18,365.58	1	\$89,144 58	\$149,374 79
Repairs of roadbed	14.838 29	28,318 55	38,156 77
cattle-gnards)	6.067.30	9,376 06	
Bepairs of stations, shops, docks, etc	14,422 7	5 12,652 74	
Repairs of fences	3,757 60	D 5,476 75	9,234 35
and structures	11,713 7	18,032 29	29,746 03
Total	\$111,029 8	\$158,000 97	\$269,030 85

### Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger	r.	Freight	.	Total.	
Maintenance of equipment;				_	<del></del>	
Repairs of locomotives	\$25,378	40 i	\$38,594	53 i	963.975	2 93
Repairs of cars	37,906	86	83,413	94	121,320	20
Repairs of machinery and tools	2,780	77	4,187	71	6,91	8 48
ment.	11,069	90	17,038	27	28,100	3 17
Total	\$77,085	28	\$143,233	85	\$220,319	78
Conducting transportation:						
Wages of conductors and men	\$41,798	71	\$83,200		\$124,999	
Wages of engineers and firemen	50,520		76,888	46	127,409	02
Fuel for locomotives	102,706 (		156,472		259.178	
Oil and waste	9,376		18,720		23,096	
Water supply	2,213		3,608		5,821	
Other train supplies or expenses	6,958		9,282		16.240	
Wages for labor at stations	16,165 ( 16,621 (		44,969		61.135	
Station supplies	9.870		78,140 5,607		94,762 14,978	
Wages of watchmen, flagmen and switchmen	30.787		26,400		57.187	
Other expenses for conducting transporta-	50,101		20,200	32	01,101	
tion	10,326	58	20,566	62	30,893	20
Total	\$296,845	40	\$518,857	77	\$815,708	17
• .	<del></del>					_
General expenses:						
Salaries of general officers and cierks	\$11,973		\$25,852		\$37,826	
General office expenses and supplies	2,107		4,698		6,806	
Stationery and printing Outside agencies and advertising Legal expenses	5,252		6,832		12,085	
Outside agencies and advertising	7,257 8		2,099		9,367	
Loss and damage of freight and baggage	1,248 4 76 8		1,920		3,164	
Damage to cattle and property	202 9		2,018 328		2,090 531	
Injuries to persons	11,000 4		1,758		12,759	
Telegraph maintenance and operation	6,570 8		19.387		25.958	
Mileage of cars of other companies (debit	0,010	•	10,001	-	20,000	•
_ balance)	13,505 8		16,789		30,294	
Insurance	5,160 8		8,414		18,575	
Other general expenses	<b>588</b> 1	14	143	80	731	94
Total	\$64,938 4	45	\$90,240	94	\$155,179	39
Grand total operating expenses	\$549,899	66	\$910,833	53	\$1,460,233	19

### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	89,703 3,973,825 677,555 36,143,669	2,268,172 81,791,501 1,506,587 82,058,841	2,357,875 35,764,836 2,184,142 118,203,510
Passenger train mileage			685,575 523,540 2,096
Total train mileage			1,211,151

### BENSSELAER AND SARATOGA.

### Traffic and Mileage Statistics - (Continued).

ITEM.	Earnings.		Expenses.		Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried	\$974,794	29 41 02725 42	\$549,899	66 23 01537 80	8424,894	63 18 01188 62
Freight earnings and expenses (including miscellaneous earnings)		15 66 01229 77	910,888 ·	53 41 0077 74	542,464	62 25 00459 03

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying pas- sengers, all classes  Average rate received per mile per ton for car-	2.690	2.362	2.399
rying freight, all classes	.834	1.865	1.203

### Description of Road and Equipment.

:	MILES LEASED.				
TRACE.	Length in N. Y. State.	Entire length.			
Main line, from Albany to Lake Champlain, single track Branches or other roads, single track	79.14 79.07	79.14 115.72			
Total single track	158.21	194.86			
Second track on main line	32.40 6.09	. 82.40 . 6.09			
Total second track	88.49	88.49			
Sidings and turnouts on main line	41.71 38,59	41.71 50.99			
Total sidings and turnouts	80.30	92.70			
Grand total of tracks, sidings and turnouts	277.	326.06			
Laid with steel rail, main line	111.54 72.85 41.71 50.90	111.54 109.50 41.71 63.30			

Average life of rails—steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 68 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with broken stone and gravel.

### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road,	From	То	Length in N. Y. State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
West Troy and Green Island. Rensselaer and Sara- toga. Saratoga and Schenec- tady. Glens Falls. Saratoga and White-	Schenectady Fort Edward	tion	15.12		Leased Leased Leased	4.60	2.14 6.02 19.57 15.12	
hall Rutland and Whitehall Rutland and Washing- ton Mechanicville and Fort Edward	Eagle Bridge	State line Castleton, Vt Rutland, Vt Stillwater	82.62	6.83 6.83 62.44 2.86	Leased Leased Leased		6.83 6.83 51.65	10.79

	IN NEW Y	ORE STATE.	ENTIRE LINE.		
Bridgre.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges	76 9 7	Feet. 9,997 1,052 6,306	96 12 7	Feet. 11,447 1,258 6,306	
Total	92	17,855	115	19,011	

Equipment.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6-drivers Locomotives, 4-drivers	21 10	2 42	23 52	\$8,904	140,000 150,000	20 20	2 48	
Total	31	44	75	•••••			.50	
First-class passenger cars Second-class passenger cars Baggage, mail and ex- press cars	62 8 15	52 19	114 8 34	\$4,720 2,500 1,600	37,500 37,500 33,000	15 15 15	114 8 34	114 8 34
Total	85	71	156			•••••	156	156
Box freight cars	378 5 289 228 228	471 249 282 20 2 3	849 5 488 460 20 4 12	\$625 } \$625 600 789	24,000 20,000 20,000 15,000 10,000 21,000	10 10 10 10 10 10		

Westinghouse automatic air brake and Miller coupler used on passenger cars. About four-fifths of the switches on this road are safety switches and the rest stub

#### Miscellaneous Statistics.

Item.	In N.Y. State.	Entire line.
Telegraph owned and operated by company, miles Total assessed value of real estate and personal property	<b>'</b>	329.58
of company.  Length of steel rails laid during year in repairs, miles	25.90	\$3,893,340 31.05
Length of iron rails laid during year in repairs, miles Railroads crossing road at grade	8	8.64 3
Railroads crossing road over or under grade	170	218
Highway crossings at grade protected by gates or flagmen. Highway crossings over or under grade	20	48 20 12

Passenger cars are heated by the Consolidated Car Heating Company's system; lighted with mineral seal oil, 300° test, and ventilated by Creamer and Globe ventilators in transoms and elevated roof.

The National Express Company runs over this line. It pays for local freight 1½ first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, ½ first-class; between other competing points, first-class, also 10 per cent of its profits.

The Wagner Palace Car Company runs cars on this road and is paid three cents per mile run for sleeping cars, and one cent per mile for drawing room cars. The railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company is paid three cents per mile run.

The Wagner Palace Car Company was paid during the year, \$4,816.89; Pullman's Palace Car Company was paid during the year, \$4,806.35.

Mails are transported for the compensation fixed by the Government.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour Grain	28,897	1,1
Grain	69,031	3.2
Meats and provisions	27,339	1.8
Live stock.	8,906	.4
Lumber Pig and bar iron and steel	154,421	7.1
Pig and bar iron and steel	75,411	8.4
lron or other oresi	346,288	15.9
Coal and coke	805,884	36.9
Petroleum and other oils	11,124	.5
Shipments of manufactured goods received by railroad compa-	,	
nies within this State from manufactories within this State	181,550	8.8
All other manufactures	63,967	2.9
All other merchandise	24,782	1.1
All other agricultural products	77,138	8.8
All other agricultural products	314,454	14.4
Total	2.184.142	100

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	4 20 11	1 5 10	5 25 21
Total	85	16	51

#### EMPLOYEES.

### Officers and Directors of the Lessee Company.

See lessee's report of the Albany and Susquehanna Railroad Company.
For information concerning this report, address James C. Hartt, Treasurer, Delaware and Hudson Canal Company, 21 Cortlandt street, New York city.

### ROCHESTER AND GENESEE VALLEY.

LESSOR.

# LESSEE-NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, July 2, 1851.)

For history of organization, see Report of 1885.

# Capital Stock

Capital Stock.		
	сома	ion.
	No. of shares.	Par value.
Authorized by law or charter	8,000 5,552	\$800,000 555,200
Cost of Road.		
Total cost of road up to September 30, 1889	•••••	9671,308 13
Income Account for Year Ending Septe	mber 20. 1889	
Rentals received from New York, Lake Erie and Western H	*	
Payments from income, as follows, viz.:		
Dividends declared, 6 per cent		\$33,512 00 700 00
		\$34,012 00
Officers of the Company.		
Name Title.		ıl Address.
JAMES BRACKETT President.  J. B. PERKINS Secretary and Treasure	r Roche	ester, N. Y. ester, N. Y.
Directors of the Company		
Name.		idence.
James Brackett John C. Gray	New 1	ester, N. Y. York city.
J. E. Butterfield	Avon,	N. Y.
CHARLES F. POND	Roche	ster. N. Y.
J. B. PERKINS. D. W. POWERS. G. H. PERKINS.	Rache	ester, I. I. ester, N. Y.
G. H. PERKINS F. S. UPTON	Roche	eter, N. Y.
C. H. BABCOCK	Roche	ster. N. Y.
H. C. Brewster John H. Foley B. D. McAlpine	Roche	ester. N. Y.
Title of company, Rochester and Genesee Valley Railroa	d Company.	
General offices at Rochester, N. Y. Date of close of fiscal year, September 30.		
Date of stockholders' annual meeting, June. For information concerning this report, address J.	R Parking S	looretery and
Treasurer.	e. roibing, k	SOTOTOTA ME

# ROCHESTER AND GLEN HAVEN.

(Date of charter, December 2, 1887.)

Construction began in the fall of 1888.

Boad opened for business June 18, 1899, and trains were run every two hours, and in the interval construction work was continued.

Trains began to run every hour about August 1, 1889. The road is not fully completed, and therefore is not in condition to answer all the demands made upon it.

# Capital Stock and Funded Debt.

# CAPITAL STORE

				COM	Cash realize	
				No. of shares.	Par value.	on amount outstanding.
Authorized by la Issued for actual	w or charter cash and no	w ou	tatanding	2,000 972	\$200,000 97,200	\$972,00
Number of stock	holders	••••			••••••	. 7
Number of stock	holders		FUNDE			. 7
Number of stock		rears.	FUNDEL	DEBT.	Amount	Cash realized on
Number of stock  DESIGNATION OF LIEN.	Date.	Term, years.	<del></del>	DEST. Amoun	Amount	Cash realized on

Cost of Road and	<b>Equi</b>	oment.
------------------	-------------	--------

Road.	Total cost up to Sept. 30, 1889.
Bridges Superstructure (including ties) Rails Land and land damages Fences Passenger and freight stations Engine and ear houses Shops, machinery and tools Frei and water stations Engineering expenses Interest and discount charged to construction Road built by contract, 4.17 miles Telephone line. Wharfing Electric light plant Legal expenses.	\$532 50 11,901 38 11,608 87 41,871 99 2,482 00 23,183 38 1,848 51 295 65 756 72 1,483 44 9,248 25 300 00 8,213 88 3,675 11
Furniture and fixtures	1,677 68
Total cost of road	\$161,376 69
Locomotives	9,424 87
Total cost of equipment	\$16,396 16
Grand total cost of road and equipment	

Income Account for Year Ending September 30, 1889.	•
	\$10,430 66
Gross earnings from operation	7,503 28
Net earnings from operation	\$2,926 82
Income from other sources, as follows, viz. : Rent	
Rent	1,640 71
Gross income from all sources	\$4,567 53
Deductions from income, as follows, viz.: Interest on funded debt due and accrued	
Deductions from income, as follows, viz.: Interest on funded debt due and accrued \$2,100 00 Taxes on property used in operation of road \$11 98	
	2,411 96
Surplus for year ending September 30, 1889	\$2,155 \$5
_	
Analysis of Gross Earnings and Operating Expenses.	
Passengers, local	\$10,430 05
==	
OPERATING EXPENSES.	
Maintenance of ways and structures: Repairs of track	2229 68
Maintenance of equipment: Repairs of locomotives. Repairs of cars	\$155 70
Repairs of cars	103 48
Total	8259 13
Conducting transportation:	
Wages of conductors and men Wages of engineers and firemen	\$700 47
F1161 10F 10C0HIOLIVES	1,035 99 699 22
Oll and waste Wages of station agents, clerks, labor at stations, station supplies, wages	142 35
of watchmen, flagmen and switchmen and other expenses	290 90
Total	\$2,868 93
General expenses :	
Salaries of general officers and clerks	\$999 27
Stationery and printing	198 89 216 06
Outside agencies and advertising	2,221 42 126 00
Stationery and printing. Outside agencies and advertising. Telephone maintenance and operation. Insurance	388 95
Total	84,145 49
	\$7,508 23
Grand total operating expenses	\$1,000 23
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$161,376 <b>69</b> 16,396 16
Current assets, as follows, viz.:	<b>, </b>
Cash on hand       \$582 08         Due by agents       29 00	
Ones accompts	
Materials and supplies	3,050 92
<del>-</del>	\$180,823 17
_	9100,020 11
LIABILITIES,  Capital stock	\$97,200 00
Funded debt	60,000 00
Current liabilities, as follows, viz.:  Interest on funded debt due and accrued	
Audited vouchers and pay-rolls	
Open accounts. 16,934 50 Loans and bills payable 3,568 61	
	21,468 22
Profit and loss (surplus)	2,155 55
-	\$180,823 77

# Traffic and Mileage Statistics.

	age Statis	Lics.	•		
Number of passengers control					Total. 89,854
Number of passengers carried Number of passengers carried one mile		• • • • • • • • • • • • • • • • • • •		•••	288,885
Passenger train mileage	• • • • • • • • • • • • • • • • • • • •	••••	••••••	··	10,366
ITEM.	Earnings.	Ī	Expenses.	Pro	fit.
Passengerearnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$10,430 05 1166 0361 1 0061	l I	\$7,114 28 0791 0246 6863	8   3	15 77 08682 01147 3198
Description of Road TRAG Main line from Rochester to Gien Haven, sin Sidings and turnouts on main line	ck. igle track	-		Miles own in N. Y	ned, all State. 3.437 .781
Grand total of tracks, sidings and turnou	ts				4.218
Laid with steel rail, main line					4.218
Weight of rails per yard—steel, 56 lbs.; ga					
	<del></del>		ENTIRE LIN	E IN NEW	YORK
Bridges.		!_	8	TATE.	
BRIDGES,	•		Number.	Aggre	gate
		!	мишьег.	leng	th.
Wooden bridges				5	Fret.
Wooden bridges	•••••	ı		1	00
Equipment.		No. owned.	Maximum weight of each in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers		2	46 800	2	
First class passenger cars	<u>-</u>	5	· · ·	! B	
Baggage, mail and express car		i		1	ĭ
Total	••••••	6		6	6
Flat freight cars	······································	12	<b> </b>		
	· -= =='-		!= -'	:;	
Westinghouse air brake and Miller coupler Eleven Pennsylvania Steel Company's stan	r are used on dard split s	pas vitel	senger ca hes are in t	rs. use on ros	ıd.
Miscellaneou	s Statistics	•			
ITE				Entire N. Y.	line in State.
Telephone owned and operated by company, Road constructed and opened for business di Highway crossings at grade without protect	miles uring the ye	ar, r	niles	•••	3,437 3,437
Highway crossing over grade					1 1

Passenger cars are heated with stoves, lighted by oil lamps and ventilated by windows in deck.

### EMPLOYEES.

Average number of persons employed (including officials) during year 28 Aggregate amount of salaries and wages paid them \$8,467 21
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### Officers of the Company.

Name.	Title.	Official Address.
	President	
F. P. CROUCH	Vice-President	Irondequoit, N. Y.
Hon. E. W. MAURER	Secretary and Attorney	Irondequoit, N. Y.
JAMES PALMER, Jr	Treasurer	Irondequoit, N. Y.
W. O. GRAY	Chief Engineer	Trondequoit, N. 1.
U. A. CARPENTER	Superintendent	Trongeduoir W. 1.

### Directors of the Company.

Name.	Residence.
F. S. MINGES	. Rochester, N. Y.
Frank P. Crouch	. Rochester. N. Y.
Hon. E. W. MAURER	. Rochester, N. Y.
James Palmer, Jr	. Rochester, N. Y.
Hon. John D. Lynn	. Rochester, N. Y.
EDWARD APPEL	. Rochester. N. Y.
T. H. GROVES	. Rochester, N. Y.
B. F. MARTIN	. Rochester, N. Y.
JOHN CONNOR	. Rochester. N. Y.
S. A. MCKENNEY	. Rochester, N. Y.
F. A. Shale	. Rochester, N. Y.
W. C. Gray	. Rochester, N. Y.
FRANK RITTER	. Rochester, N. Y.

Title of company, Rochester and Glen Haven Bailroad Company.
General offices at Irondequoit, Monroe county, N. Y.
Date of close of fiscal year, February 1.
Date of stockholders' annual meeting, third Tuesday in February.
For information concerning this report, address James Palmer, Jr., Treasurer, Rochester, N. Y.

# ROCHESTER, HORNELLSVILLE AND LACKAWANNA.

By virtue of an arrangement made between Charles Adsit and George D. Chapman, receiver of the Lackawanna and Pittsburgh railroad, also, between Charles Adsit and the owners of the Rochester, Hornelisville and Lackawanna railroad, he, as trustee, assumed control of the road of the latter company, and of so much of the road of the former company as lays between Hornelisville Junction and Wayland, and operated the same as a continuous line under the name and title of "The Rochester, Hornelisville and Lackawanna Railroad," Charles Adsit, trustee.

Such operation was commenced on September 25, 1886, and terminated October 4, 1889, when said trust was surrendered.

The road, as operated, extends from Hornelisville to Wayland, N. Y.

### Income Account for the Year Ending September 30, 1889.

Gross earnings from operation	\$22,851 72 22,984 21
Loss from operation	\$132 49
Income from other sources, as follows, vis. : Guarantee fund	1,000 00
Gross income from all sources	\$867 51
Deductions from income, as follows, viz.: Taxes on property used in operation of road	<b>65 40</b>
Surplus for year ending September 30, 1889	\$802 11

# Analysis of Gross Earnings and Operating Expenses, EARNINGS.

BARRI						_
	Passenge	r.	Freight		Total.	
Freight, local		_	\$13,548	-	\$13,548	-
Passengers, local	\$7,328 1,975	08 00	410,010	•••	7,828 1,975	08
Total gross earnings	\$9,303	,08	\$13,548	64	\$22,851	_
<u>-</u>			<u> </u>			
Operating :	Exprnses.					
Maintenance of way and structures:						
Repairs of track	\$1,818 884	37	<b>\$2,</b> 151 545	03	\$3,469 880	40
Repairs of bridges (including culverts and	004	•	040	10		
cattle-guards)	144	78 00	237	03	381 178	81
Repairs of stations, shops, docks, etc	85	8	36	00	71	
Other expenses for maintenance of way and structures	۰	05		05	16	10
Total	\$1,922	67	\$3,074	10	\$4,996	77
Maintenance of equipment:						
Repairs of care	\$202 377	69	\$247 125		\$449 502	
Repairs of locomotives	21	32		98		30
Total	\$601	03	\$404	18	\$1,005	21
Conduction from an autotion .			<del></del>			_
Conducting transportation: Wages of conductors and men	\$977	56	\$1,458	88	\$2,436	39
Wages of conductors and men. Wages of engineers and firemen Fuel for locomotives.	983	18	1,666	25	2.649	88
	1,068 100	12 03	1,602 150	18	2,670 250	30
Water supply	97	78	146	67	244	45
Water supply. Other train supplies or expenses. Wages of station agents and clerks.	112 67 <b>5</b>	30 20	1,010	88	187 1,685	
Wages for labor at stations			628 78	75	628	75
Station supplies	52	38	78	57	180	95
Total	\$4,066	59	\$6,816	60	\$10,888	19
General expenses :						
Ralaries of general officers and clerks	\$1,592	69	\$2,389	04	\$3,981	73
General office expenses and supplies	144 77	71	217 116		361	
General office expenses and supplies	55	88	110	99	194 55	88 91
Legal expenses	228	84	843		572	
Loss and damage of freight and baggage Telegraph maintenance and operation Mileage of cars of other companies (debit	161	50	242	75 25	403	75 75
balance)		::	418		418	58
Other general expenses		_	\$3.793	45	\$6,099	-
	سخنت س	_				_
Grand total operating expenses	\$8,895		\$14,088		\$22,984	
						-
Trustee's General Balance	Shoot Se	pte	mber 30, 1	869.		
Assı	T8.					
Cash on hand		• • • •		••••	\$567 6	70
Due by other companies					228	17
Profit and loss (deficiency)	••••••	• • • •	••••••	• • • •	197	89
	••				\$1,000	00
Liabit	TTIBE.					
Guarantee fund.		••••	•••••	••••	\$1,000	00

# Traffic and Mileage Statistics.

Item.	All local.
Number of passengers carried  Number of passengers carried one mile  Number of tons of freight carried  Number of tons of freight carried one mile	19,011 272,469 22,136 452,788
Passenger train mileage. Freight train mileage.	13,650 15,730
Total train mileage	29,380

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$0,303 98 4893 0341 681	\$8,895 38 4679 0326 651	\$407 78 0214 0018 03 Loss.
miscellaneous earnings). Average per ton of freight carried	13,548 64 612 0299 861	14,088 83 636 0311 895	540 19 024 0012 084

### ITEM.

AIDE.	<b>-</b>
Computed on earnings from carrying passengers and freight only.	Through and local. Cents.
Average rate received per mile for carrying passengers, all classes	2.68 2.99

# Description of Road and Equipment.

Track.	Miles owned, all in N. Y State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid, Hornellsville to Hornellsville Junct'n, single track. Lackawanna and Pittsburgh railrond	10	10	
Total single track	10	10	20
Sidings and turnouts on main line	1.5	1.5	
Total sidings and turnouts	1.5	1.5	8
Grand total of tracks, sidings and turnouts	11.5	11.5	
Laid with steel rail, main line	11.5	11.5	23

# DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Lergth in New York State.	Entire length.	Miles laid with steel rail.
Lackawanna and Pitts- burgh railroad	Hornellsville Junction	Wayland	10	10	10

38

# ROCHESTEB, HORNELLSVILLE AND LACKAWANNA.

### Miscellaneous Statistics.

The United States Express Company ran over this line during the year.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	87.03	.39
Grain	193.19	.87
Meats and provisions	88.06	.40
Live stock	127.95	.58
Lumber	7.531.69	34.02
Coal and coke	3,036.35	18.72
Petroleum and other oils	137.74	.62
Shipments of manufactured goods received by railroad compa-		
nies within this State from manufactories within this State	3,152.33	14.24
All other manufactures	211.21	.95
All other merchandise	1,161.96	5.25
All other agricultural products	6,067,75	27.37
All other articles not included above	351.01	1.59
Total	22,186.27	100

# EMPLOYEES.

Average number of persons employed (including officials) during year .... Aggregate amount of salaries and wages paid them during year ......

Title of company, Rochester, Hornellsville and Lackawanna Railroad Company. General offices at Hornellsville, N. Y. Date of close of fiscal year, September 30, For information concerning this report, address M. S. Blair, Auditor and Treasurer, Angelica, N. Y. 

# ROCHESTER AND LAKE ONTARIO.

(Date of charter, June 8, 1879.)

# Capital Stock.

	СОМП	MON.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual each and now outstanding	650	\$65,000	\$65,000
	= -	=	=

Number of stockholders .....

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Superstructure (including ties)	1,660 00	\$19,791 85 17,665 25 18,211 73 519 87

# Cost of Road and Equipment - (Continued).

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Shops, machinery and tools		\$56 6
Fuel and water stations. Wharfing		753 7 1,113 <b>9</b>
Telephone	.!	812 7
Furniture Electric light		734 9 2,782 6
Total cost of road		\$62,382 2
Equipment.		
LocomotivesLocomotives	.1 *8766 00 <sup>1</sup>	\$5,369 4
Passenger cars	₹976 08	2,944 3
Freight and other cars		1,193 8
Total cost of equipment		\$9,437 6
Grand total cost of road and equipment	*\$2,390 08	\$71,819 87
Additions to real estate and furniture  Deduct depreciation on superstructure  Deduct depreciation on cars	\$2,405 00 978 08	
Deduct depreciation on superstructure  Deduct depreciation on superstructure  Deduct depreciation on cars  Deduct depreciation on locomotives  Total (credit)	\$2,406 00 978 08 766 00	4,149 08 \$2,890 08
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septe	\$2,405 00 978 00 766 00 766 00	4.149 06 \$2,890 08
Deduct depreciation on superstructure Deduct depreciation on cars  Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending September of the company of	\$2,405 00 978 08 766 00 mber 30, 1889	\$2,390 08 \$2,390 08 \$24,942 25 12,934 67
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septe	\$2,405 00 978 08 766 00 mber 30, 1889	\$2,390 08 \$2,390 08 \$24,942 25 12,934 67
Deduct depreciation on superstructure Deduct depreciation on cars. Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septements of the company of the co	92,405 00 978 09 766 00 mbor 30, 1889	\$2,390 08 \$2,390 08 \$24,942 25 12,934 67 \$12,007 58
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septements of the company of the c	92,405 00 978 09 766 00 mbor 30, 1889	\$24,942 25 12,934 67 \$12,007 56
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septements of the company of the c	92,405 00 978 09 766 00 mbor 30, 1889	\$24,942 25 12,934 67 \$12,007 56
Deduct depreciation on superstructure Deduct depreciation on cars  Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septements of the searnings from operation.  Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, vix.: Interest  Rents  Miscellaneous	23,465 00 978 07 766 00 mabor 30, 1889 \$321 02 1,510 50	\$24,942 25 12,934 67 \$12,007 56
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Interest. Rents Miscellaneous.  Gross income from all sources.	23,465 00 978 07 766 00 mabor 30, 1889 \$321 02 1,510 50	\$24,942 25 12,934 67 \$12,007 56
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.: Interest. Rents.  Gross income from all sources.	32,405 00 978 08 766 00 mnber 30, 1889. \$321 02 1,510 56	\$24,942 25 12,934 67 \$12,007 58
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.: Interest. Rents.  Gross income from all sources.	32,405 00 978 08 766 00 mnber 30, 1889. \$321 02 1,510 56	\$24,942 25 12,934 67 \$12,007 58
Deduct deprectation on superstructure Deduct deprectation on cars. Deduct deprectation on locomotives  Total (credit).  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Interest. Rents.  Gross income from all sources.	32,405 00 978 08 766 00 mnber 30, 1889. \$321 02 1,510 56	\$24,942 25 12,934 67 \$12,007 58
Deduct depreciation on superstructure Deduct depreciation on cars.  Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Interest. Rents Miscellaneous.  Gross income from all sources.	\$2,405 00 978 08 766 00 mber 30, 1889 \$321 02 1,510 50 141 40 \$1,285 60 337 38	\$24,942 25 12,934 67 \$12,007 58 1,972 92 \$13,980 50
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes).  Net earnings from operation Income from other sources, as follows, viz.: Interest Rents Miscellaneous  Gross income from all sources  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock	\$2,405 00 978 08 766 00 mabor 30, 1889. \$321 02 1,510 56 141 40 \$1,285 60 337 38	\$24,942 25 12,934 67 \$12,007 58 1,972 92 \$13,980 50
Deduct depreciation on superstructure Deduct depreciation on cars  Total (credit)  Income Account for Year Emding Septer Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Interest. Rents Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.:	\$2,405 00 978 07 766 00 mbor 30, 1889 \$321 02 1,510 56 141 46	\$24,942 25 12,934 67 \$12,007 58 1,972 92 \$13,980 50
Deduct depreciation on superstructure Deduct depreciation on cars  Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Interest Rents Miscellaneous  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, ten per cent.	\$2,405 00 978 08 766 00 mabor 30, 1889. 	\$24,942 25 12,934 67 \$12,007 58 1,972 92 \$13,980 50 1,622 98 \$12,357 52 6,500 00
Deduct depreciation on superstructure Deduct depreciation on cars  Deduct depreciation on locomotives  Total (credit)  Income Account for Year Ending Septes Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Interest. Rents Miscellaneous  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, ten per cent.  Surplus for year ending September 30, 1899.  General Income Account.	\$2,405 00 978 09 766 00 mabor 30, 1889. 	\$24,942 25 12,934 67 \$12,007 58 1,972 92 \$13,980 50 1,622 98 \$12,357 52 6,500 00 \$5,857 52
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit).  Income Account for Year Emding Septer Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Interest. Rents Gross income from all sources. Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, ten per cent.  Surplus for year ending September 30, 1899.	\$2,405 00 978 08 766 00 maber 30, 1889. \$321 05 1,510 50 141 44 \$1,285 60 337 38	\$2,390 08 \$2,390 08 \$24,942 25 12,934 67 \$12,007 58 \$12,007 58 \$13,980 50 \$13,980 50 \$12,357 52 6,500 00 \$5,867 52
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit).  Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Interest Rents Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, ten per cent.  Surplus for year ending September 30, 1839.  General Income Account.  Surplus for year ending September 30, 1839.  Surplus for year ending September 30, 1839.	\$2,405 00 978 09 766 00 mbor 30, 1889. 	\$2,390 08 \$2,390 08 \$24,942 25 12,934 67 \$12,007 58  1,972 92 \$13,980 50  1,622 96 \$12,357 52 6,500 00 \$5,857 52 21,809 79 \$27,667 31
Deduct depreciation on superstructure Deduct depreciation on cars Deduct depreciation on locomotives  Total (credit)  Income Account for Year Emding Septem Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Interest Rents  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock  Net income from all sources  Payments from net income, as follows, viz.: Dividends declared, ten per cent  Surplus for year ending September 30, 1839.	\$2,405 00 978 09 766 00 mbor 30, 1889. 	\$24,942 25 12,934 67 \$12,007 58  1,972 92 \$13,980 50  1,622 98 \$12,357 52 6,500 00 \$5,857 52 21,809 79

# ROCHESTER AND LAKE ONTARIO.

# Analysis of Gross Earnings and Operating Expenses.

Passengers, local.	\$24,942	25
E-658601K615, 10041		==
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of track	\$1,714	75
Repairs of roadbed.	150	00
Repairs of roadbed	100 278	40
Repairs of stations, shops, dooks, etc. Other expenses for maintenance of way and structures	545	
	40.700	
Total	\$2,788	
Maintenance of equipment:		
Repairs of locomotives	\$401 402	
Renairs of machinery and tools.	16	86
Repairs of cars  Repairs of machinery and tools.  Other expenses for maintenance of equipment	225	99
Total	\$1,048	85
		==
Conducting transportation:		
Wages of conductors and men	\$1,764 1,282	79
Fuel for locomotives	1.408	36
Oil and waste Water supply	292	30
Water supply	55 179	13
Wages for labor at stations Wages of watchmen, flagmen and switchmen.	805	00
Other expenses for conducting transportation	547	48
Total	\$5,834	89
General expenses:	\$1,87	90
Salaries of general officers and clerks	<b>31,01</b>	00
Stationery and printingQutside agencies and advertising		5 75
Outside agencies and advertising		5 58 0 00
Damage to cattle and property	5	0 00
Legal expenses.  Damage to cattle and property.  Other general expenses.	54	0 82
Total	\$3,26	4 05
=	\$12,93	4.47
Grand total operating expenses	\$12,80	
General Balance Sheet September 30, 1889.		
Assets.		
Cost of road	\$62,38	
Cost of equipment	9,43	37 65
_ Current assets, as follows, viz.:		
Cash on hand	11.79	99 41 90 00
Sinking fund		
<u>.</u>	\$88,6	19 28
Liabilities.		
Capital stock	\$65,0	00 00
Current liabilities, as follows. viz.:		
Open accounts. Profit and loss (surplus).	. 1	01 05
Profit and loss (surplus)		18 28
<u>-</u>		19 28
Traffic and Mileage Statistics.		
ITEM.	An ·	local.
Vandand and a same a		
Number of passengers carried one mile	1.9	22,455 14,684
Number of passengers carried Number of passengers carried one mile Passenger train mileage.	-14	35,509
GF.		

# Traffic and Mileage Statistics—(Continued).

ITEM.	Earnings.	E	kpenses.	Pr	ofit
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$24,942 25 1121 0205 6783		12,934 67 0581 0106 8541	;	,007 58 0646 0999 3345
Description of Rose	l and Equip	pmen	it.	diles ow	rned, all
TRACK Main line from Rochester to Lake Beach, Iro Sidings and turnouts on main line	ndeanoit Bay	, sin	zle track.	in N. Y	. State. 6.649 .370
Graud total of tracks, sidings and turnou	ts	•••••	••••••••		6.419
Weight of rails per yard—steel, 40 lbs.; iro ballasted with gravel.	n, 40 lbs.; ga	uge o	f track, 4	feet 8½	inches;
EQUIPMENT.		No. owned.	Average cost of each.	Maximum weight of each in ibs.	No. equipped with patent brake.
Locomotives, 4 drivers		8			3
First class passenger cars		10	\$1,368 19	19,200	10
Flat freight car		1 1	\$538 26 50 00	16,000	
Total		2		•••••	
Eames' vacuum brake on all passenger can	·s.				
Miscellaneou	s Statistics.				
ITE	M.			Entire N. Y.	line in State.
Telephone owned and operated by the compi Total assessed value of real estate and perso Highway crossings at grade without protect Highway crossing at grade protected by gate	nal property on	of co	mpany		6.049 \$110,750 3 1
Passenger cars, not open excursion cars, as lamps.	re heated by	coal	stoves and	lighte	i by oil

# Officers of the Company.

19 26,941 10

EMPLOYEES.

Name.	Title.	Official Address.
Norman H. Galusha	President and Treasurer	Irondequoit, N. Y.
George B. Smith	Vice-President	Irondequoit, N. Y.
Robert L. Post	Secretary	Irondequoit, N. Y.

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages paid them ......

Directors of the Company.	
Name.	Residence.
Norman H. Galusha	Rochester, N. Y.
GEORGE B. SMITH	Rochester, N. Y.
MICHAEL FILON	Rochester, N. Y.
PATRICK BARRY	Rochester, N. Y.
NEHEMIAH OSBURN	Rochester, N. Y.
J. D. Whippi.e.	Rochester, N. Y.
H. H. EDGERTON	Bochester, N. Y.

Title of company, Rochester and Lake Ontario Railway Company.
General offices at Irondequoit, Monroe county, N. Y.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, first Monday in June of each year.
For information concerning this report, address Rochester and Lake Ontario Railway Company.

# ROCHESTER, NEW YORK AND PENNSYLVANIA.

LESSOR.

### LESSEE - WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 1, 1881.)

For history of organization, see Report of 1885.

### Capital Stock.

	сомп	MON.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter and now out- standing	15,000	\$1,500,000	\$1,500,000
Number of stockholders			' <u>-</u>

# Officers of the Company.

Name.	Title.	Official Address.
A. N. MARTIN	President	New York city.
WM. L. DOYLE	Auditor	Buffalo, N. Y.

Directors of the Company.	
Name.	Residence.
CARL SCHURZ.	New York city.
A. Marcus.	New York city.
J. D. Probst	New York city.
G. E. Kirsel	New York city.
E L. OWEN	New York city.
C. H. Allen	New York city.
F. W. FOOTE	New York city.
T. B. ATKINS	New York city.
J. N. Seligman	New York city.
G. CLINTON GARDNER	New York city.
E. W. CLARK. Jr.	Philadelphia, Pa.
Bryce Gray	Philadelphia, Pa.
GEORGE D. MILLER	Buffalo, N. Y.

Title of company. Rochester, New York and Pennsylvania Railroad Company. General offices at New York city. Date of close of fiscal year. September 80. For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

# ROME AND CLINTON.

LESSOR.

Lessee — Delaware and Hudson Canal Company.

Operated by New York, Ontario and Western.

(Date of charter, June 3, 1869.)

For history of organization, see Report of 1885.

# Capital Stock.

, COMMON'

	COM1	LUM.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	3,700	\$370,000	
construction, and now outstanding	3,453.6	845,360	\$345,360
:			<u> </u>
	Road,		Total cost up to Sept. 30, 1889.
Grading, masonry, ballast, bridges, supers rails			
Land, land damages and fences			6,200 00
Total cost of road			\$360,000 00
Income Account for Your I	radina Santa	-ba- 20 1880	<del></del>
Income Account for Year I Income from all sources, as follows, viz.:	rnaing septer	nder au, 1999	•
Rental		• • • • • • • • • • • • • • • • • • • •	\$25,000 00 500 00
Gross income from all sources	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	<b>\$25,90</b> 0 90
Deductions from income, as follows, viz.: Taxes on earnings		\$589 86	3
			1,990 38
Net income from all sources			· \$23,969 61
Payments from net income, as follows, viz.: Dividends declared, 6 5-6 per cent (3% per cent July 1, 1889, \$12,085.50)	ent January 2	, 1889, \$11,509.58	; . 23,596 08
Surplus for year ending September 30, 18	389		\$374 54
	ome Account.		
			. 9374 54
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	•••••	•••••	14,935 87
Total surplus September 30, 1889	• • • • • • • • • • • • • • • • • • • •		. \$15,309 91
· General Balance She	et September	30, 1889.	
Ase	ETS.		
Cost of road			•
Cash on hand,	•••••••	•••••	
			\$360,729 00
Charles attack	LITIES.		
Churrent lightlities as follows mix:	***************		
Open accounts.  Profit and loss (surplus)			. 59 09 . 15,309 91
			\$360,729 00

# ROME AND CLINTON.

### Officers of the Company.

Name.	Title.	Official Address.
JAMES I. SCOLLARD	President	Clinton, N. Y.
B. J. BEACH	Vice-President	Rome, N. Y.
C. D. HAYES	Secretary and Treasurer	Clinton, N. Y.
	Directors of the Company.	
Name.	- •	Residence.
B. J. Brach		Rome, N. Y.
W. H. TULLER	••••••••••	Rome, N. Y.
HENRY JOHNSON		Rome, N. Y.
E H Supiter		Rome, N. 1.
G. B. PHELPS	· • • • • • • • • • • • • • • • • • • •	Watertown, N. Y.
D. N. CROUSE		Utica, N. Y.
J. I. SCOLLARD	***************************************	Clinton, N. Y.
L. R. MILLER		Clinton, N. Y.
U. H. SMYTH		Clinton, N. I.
ELLERY STERRINS		Clinton, N. Y.
C. D. HAYES		Clinton, N. Y.
		•

Title of company, Rome and Clinton Railroad Company.
General offices at Clinton, Oneida county, N. Y.
Date of close of fiscal year, June 25.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address C. D. Hayes, Secretary.

# ROME, WATERTOWN AND OGDENSBURG.

(Date of charter, April 11, 1860.)

For history of organization, etc., see Reports of 1885, 1886 and 1888.

The Syracuse, Phœnix and Oswego Railway Company was merged into the Rome, Watertown and Ogdensburg Railroad Company August 7, 1889, in accordance with chapter 254 of the Laws of 1879, a mended by chapter 503 of the Laws of 1879.

The Norwood and Montreal Railroad Company was merged into the Rome, Watertown and Ogdensburg Railroad Company the same date, in accordance with the provisions of the same laws.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter	100,000	\$10,000,000 00	
Issued for actual cash	36,487 8,400	\$3,648,700 00 840,000 00	
burg income bonds.  Issued for Norwood and Montreal Railroad.  Issued for Rome. Watertown and Ogdensburg Terminal	10,313 1,300	1,081,300 00 120,000 00	
Railroad	2,837 500 80	283,700 00 50,000 00 8,000 00	
road bridge (962 shares)	2,884	238,400 00	
Total now outstanding	62,301	\$6,280,100 00	

# FUNDED DEBT.

		interest.		ars.				Cash
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.	
Watertown and Rome extension. a. Rome, Watert'n	July 12, 1885		p.c. 6	Mar, & Sept.	\$422,500	\$417,800	\$428,347 50	
and Ogdensburg first mortgage Rome, Watertown and Ogdensburg	Sept. 2, 1861	30	7	June & Dec.	1,200,000	1,200,000	721,844 24	
second mortg'e b. Rome, Watert'n	Mar. 25, 1872	20	7	Jan. & July	1,000,000	1,000,000	947,255 00	
and Ogdensburg Cons. mortgage Syracuse Northern	July 1, 1874	48	5	April & Oct.	7,060,000	7,055,000	4,392,123 4	
first mortgage c. Rome, Watert'n and Ogdensburg	July 1, 1871	80	7	Jan. & July	500,000	500,000	••••••	
income mortg'e Oswego Railroad bridge.first.mort-	April 1, 1882	50			2,250,000	7,490		
Norwood and Mon- treal, first mort-	Jan. 31, 1885	30	6	Feb. & Aug.	100,000	100,000	100,000 0	
gageSyracuse, Phoenix and Oswego, first	Мау 6	30	5	April & Oct,	130,000	130,000		
mortgage	Feb. 16, 1885	80	6	Feb. & Aug.	175,000	175,000		
Total		<b> </b>			\$12,837,500	\$12,672,090	\$6,589,570 20	

a. One hundred and seventy-eight thousand five hundred dollars cancelled by sinking fund.
b. Two million and eighty-six thousand eight hundred and ninety dollars income in the treasury of the company.
c. Sixty-six thousand dollars in treasury of the company.

### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast. Bridges Superstructure (including ties). Land Passenger and freight stations Engine and car houses Engineering expenses. Wharfing Total cost of road	\$21,241 26 48,668 00 4,509 57	\$5,240,059 67 573,985 77 3,479,551 61 1,055,273 75 295,859 63 201,206 17 190,786 37 750 00 \$11,037,472 87
EQUIPMENT.  Locomotives Passenger cars. Freight and other cars.  Total cost of equipment.		\$624,349 40 428,670 13 798,489 34 \$1,851,508 87
Grand total cost of road and equipment	*\$2,508,786 17	\$12,888,981 74

<sup>\*</sup> Decrease.

Norm.—The following accounts have been reduced by crediting the charged each, respectively, in 1884 on account of Lake Ontario Railroad a	nem amounts
consolidated bonds.	
Graduations and masonry	\$964,497 55 86,760 08
Su perstructure	795,885 05
Superstructure Passenger and freight stations Engine and car houses.	57,823 <b>94</b> 37,086 <b>4</b> 7
l.ond	019 819 87
Passenger and baggage cars	112,178 60
Locomotives Passenger and baggage cars. Freight and other cars. Engineering and agencies.	166,184 19 42,470 89
	\$2,583,205 00
DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR	_
Cost of new bridges.	\$21,241 26
Cost of new freight stations Cost of real estate purchased	4,509 57
Total	974,418 88
Income Account for Year Ending September 30, 1889	
<u> </u>	
Gross earnings from operation	\$3,400,825 50 1,960,817 06
Net earnings from operation	\$1,440,008 44
Income from other sources, as follows, viz :	91,210,000 21
Rents	
Rents \$11,302 & 1.00	
	34,052 66
Gross income from all sources	\$1,474,061 10
Deductions from income, as follows, vz.:  Interest on funded debt due and accrued	
Rentals 291,366 64	
Taxes on earnings and capital stock	1,037,406 26
Net income from all sources	\$436,654 84
Payments from net income, as follows, viz.: Dividends declared, 3 per cent on \$5,467,800 common stock 119,751 00 179,751 00	•
Dividends declared, a per cent on so, ser, too common stock	343,785 00
Surplus for year ending September 30, 1889	\$92,869 84
General Income Account.	****
Surplus for year ending September 30, 1889. Surplus up to September 30, 1888.	\$92,869 84 562,474 40
Total surplus September 30, 1889	\$655,844 24
DETAILED STATEMENT OF RENTALS,	
Oswego and Rome Railroad Company	\$24,000 00
Niagara Falls Branch Railroad Company, 7 per cent on capital stock, \$250,000	17,500 00
Utica and Black River Railroad Company, as follows:	77,210 00
Seven per cent on capital stock, \$1,103,000. Seven per cent on first mortgage bonds, \$1,107,000	77,490 00
seven per cent on Black River and Morristown first mortgage bonds,	35,000 00
\$500,000 Seven per cent on Clayton and Theresa first mortgage bonds, \$200,000 Seven per cent on Ogdensburg and Morristown first mortgage_bonds.	14,000 00
\$143,000	7,150 00
\$13,000 Thirty-seven and one-half per cent of the earnings of the Carthage, Watertown and Sackett's Harbor Railroad Company.	28,261 64
Rome. Watertown and Ogdensburg Terminal Railroad Company, 6 per	4,500 00
cent on capital stock, \$250,200 (five months)	6,255 00
Total amount of rentals deducted from income	\$291,366 64

# Analysis of Gross Earnings and Operating Expenses.

# EARNINGS.

·	Passenger.	Freight.	Total.
Freight, through			
Passengers, through \$170,750 51 Passengers, local 928,934 02	••••••••	\$2,147,595 16	\$2,147,595 1
	\$1,099,694 53		1,099.694 5
Mail Express Miscellaneous, as follows, viz. :	63,966 98 81,057 79		63,966 9 81,057 7
relegraph Miscellaneous.	6,003 18 2,507 86		6,008 1 2,507 8
Total gross earnings	\$1,253,230 84	\$2,147,595 16	\$3,400,825 5
OPEBATING	Expenses.	·	
Maintenance of way and structures:			
Bepairs of track	\$138,871 99 22,266 27	\$136,996 09 21,965 50	\$275,868 0 44,231 T
	29,175 88	28,781 75	57,957 6
Repairs of stations, shops, docks, etc	23,502 20	28,184 73	46,696 9
Repairs of stations, shops, docks, etc Repairs of fences	4,460 81 12,722 83	4,400 56 12,550 97	8,861 37 25,273 80
Total	\$230,999 98	\$227,879 60	\$458,879 56
_ Maintenance of equipment :		'	
Repairs of locomotives	\$56,276 41	\$55,516 22	\$111,792 6
Repairs of cars	66,425 79 2,421 55	99,688 78 2,388 85	166.114 5 4,810 40
ment	6,101 53	6,019 12	12,120 65
Total	\$131,225 28	\$163,612 97	\$294,838 25
Conducting transportation:	AT 1 000 07	*****	A155 400 45
Wages of conductors and men	\$54,633 85 73,008 99	\$123,064 98 133,249 83	\$177,698 83 206,258 81
Ruel for locomotives	89,972 17	163,963 27	253,935 44
oli and waste Water supply. Other train supplies or expenses	8,232 <b>63</b>	8.121 43	16,354 06
Water supply	3 898 19	3,776 42	7,604 54
Wages of station agents and clerks	3,440 00 20,584 99	3,776 42 1,786 75 56,936 10	5,176 75 77,521 09
Wages for labor at stations	9,537 62	45,455 97	54,993 59
Station supplies	5,592 99	4,305 05	9,898 04
Other expenses for conducting transporta-	3,381 26	9,522 97	12,904 23
tion	9,467 90	6,444 85	15,912 75
Total	\$281,680 52	\$556,577 62	\$838,258 14
General expenses : Salaries of general officers and clerks	\$55,002 85	\$59,385 37	\$114,388 22
General office expenses and supplies	4,085 80	4,030 62	8,116 49
Stationery and printing	10.860 44	12,613 69	23,474 13
Outside agencies and printing	26,422 67 13,341 20	4,158 76 13,160 98	30,581 43 26,50 <del>2</del> 18
Legal expenses Loss and damage of freight and baggage Damage to cattle and property	184 39	3,956 58	4,140 97
Damage to cattle and property	3,048 63	1,921 30	4.969 93
injuries to persons	84,006 43	7,966 67	41,973 10
relegraph maintenance and operation Mileage of cars of other companies (debit balance)	11,036 79 7,702 21	21,793 15 66,015 <b>63</b>	32,829 94 73,717 84
Insurance \$1,400 00 Other general expenses 3,746 93	1,102 21	00,010 03	19,111 04
	4,101 16	4,045 77	8,146 93
Total	\$169,792 57	\$199,048 52	\$368,841 09
Grand total operating expenses	\$813,698 35	\$1,147,118 71	\$1,960,817 06

# General Balance Sheet September 30, 1889.

Assetts.			
Cost of road		\$11,037,472	87
Cost of equipment		1,851,508	87
Other permanent investments, as follows, viz.:			
Stock and bonds of other companies		1,720,845	00
Oswego real estate	\$95,474 47		
Wood land	1,000 00		
New telegraph line	26,594 67		
Equipment account	404,926 32		
Lewiston and Queenstown bridge	10,330 05		
Discount and exchange	225,591 99		
Railroad Equipment Company	269,942 61		
Rochester real estate	29,647 00	1,063,507	11
7 t t t !! !		1,000,001	**
Current assets, as follows, viz.:			
Cash on hand	\$247,897 05		
Bills receivable	1,000 00		
Due by agents	197,993 50		
Open accounts. Materials and supplies.	54,897 99		
Materials and supplies	125,784 37		
Sinking fund	178,500 00		
Sundries	421,717 39		
A		1,227,790	
Accrued rentals	• • • • • • • • • • • • • • • • • • • •	83,410	w
Sundries, as follows:			
Rome, Watertown and Ogdensburg Terminal railroad	\$283,700 00		
Syracuse, Phœnix and Oswego railroad	183,000 00		
Norwood and Montreal railroad	260,000 00		
Fulton and Oswego railroad	50,000 00		
Niagara Falls Branch railroad	235,716 74		
Rome. Watertown and Ogdensburg income bonds	2,086,890 00	•	
Rome. Watertown and Ogdensburg stock	238,443 00		
Rome, Watertown and Ogdensburg construction bonds	66,000 00		
-		3,403,749	74
		\$20,337,783	89
	=		-
Capital stock			~
Funded debt	••••••	\$6,230,100 *12,672,090	
Fullugu godi	•••••	13,013,090	w
Current liabilities, as follows, viz.:			
Interest on funded debt due and accrued	\$18,220 83		
Dividends unpaid	5,900 50	•	
Audited vouchers and pay-rolls	558,097 48		
Open accounts	148,232 81		
		720,451	
Sundries		7,315	
Bonds and mortgages assumed on purchase of real estate		51,750	
Accrued interest on bonds and mortgages	• • • • • • • • • • • • • • • • • • • •	733	
Profit and loss (surplus)	<u> </u>	655,344	24
	_	\$20,337,783	89

# Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried		1,445,720 36,865,039 911,988 80,808,773	1,520,800 47,053,593 1,624,229 185,389,619
Passenger train mileage	<del></del>		1,475,729 1,455,729 450,646
Total train mileage	•••••		8,882,104

<sup>\*</sup> Includes \$2,086,890 income bonds in treasury of company.

# Traffic and Mileage Statistics - (Continued).

ITEM.	Earnin	gs.	Expens	3 <b>08.</b>	Profit	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) a Average per passenger carried	31,258,230	34 824 0266 84	\$813,698	35 535 0172 55	\$435,531	99 269 0096 29
miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile. Average per freight train per mile.		16 132 0116 47	1,147,118	71 70 0062 78	1,000,476	45 62 0054 69

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas-	Cents.	Cents.	Cents.
sengers, first-class	1.6	2.5	2
sengers, second class  Average rate received per mile for carrying pas-	1.5		1.5
Sengers, all classes	1.67	2.52	2.3
ing freight, all classes	0,95	1.4	1.14

# Description of Road and Equipment.

TRACE.	Miles owned, all in New York State.	Miles leased, all in New York State.	Miles operated, all in New York State.	Total miles, all in New York State.
Main line from Niagara Falls to Massena Springs, single track. Richland to Rome, single track Utica to Ogdensburg, single track. Total of branches or other roads.	263.63 41.07	35.40 133.94 53.83		300.84 41.07 133.94 167.34
Total single track	406.01	223.17	14.01	643.19
Second track on main line	1.80			1.80
Sidings and turnouts on main line	84.44 12.29	82.91 8.28		117. <b>35</b> 20.57
Total sidings and turnouts	96.73	41.19		137.92
Grand total of tracks, sidings and turnouts	504.54	264.36	14.01	782.91
Laid with steel rail, main line Laid with steel rail, branches or other roads Laid with iron rail, main line Laid with iron rail, branches or other roads		161.34 41.63 8.00 12.20	1.81 12.20	467.85 151.54 8.00 15.80

Average life of rails—iron, 8 years; average life of ties. 7 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

# DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch of Road.	From	То	tire length a New York tate.	ned or leased.	les laid with steel rail.	Miles laid with iron rail.
Niagara Falls branch Rome, Watertown and Ogd Rome, W. and O. Terminal Syracuse, Phoenix and Oswego N. Y., Ontario and Western Rome, Watertown and Ogd Rome, Watertown and Ogd Rome, Watertown and Ogd Utics and Black River. Norwood and Montreal Oarthage, Watert'n and S. Har.	East Oswego Syracuse Kast Oswego Watertown Junction De Kalb Junction Theresa Junction Norwood	Woodard Junction Fulton Pulaski Richland Cape Vincent	8.74 3.60 8.37 17.11 12.20 37.40 28.49 24.20 19.00 15.87 12.94	Owned Owned Owned Owned Owned Owned Leased Owned Owned Leased Owned Leased	12.20 37.40 28.49 24.20 19.00 15.87 12.94	3.60

	ENTIRE LINE	
Bridges.	Number.	Aggregate length.
Iron bridges	69 62 15	Feet. In. 9,009 10 5,300 8 3,851
Total	146	18,161 6

				-			
No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler,
8 14 77	6	8 20 77	\$7,983 20 9,167 47		::::	3 17 55	
94	6	100				75	
50 18	12	62 18	\$4,094 00 2,000 00 2,667 00	57,190 39,800 39,450	:::: 	62 18	62 18-
117	12	129				129	129-
1,204 5 252 641 16 25	100	1,604 5 852 641 16 25	500 00 490 00 510 00 370 00	22,400 19,500 19,700 15,900 9,500 21,300	12 12 12 20 20		205- 100- 1
2,143	500	2,643		••••			306
	3 14 77 94 50 18 49 117 1,204 5 252 841 16 25	S   S   S   S   S   S   S   S   S   S	3      3       14     6     20       77      77       94     6     100       50     12     62       18      18       49      49       117     12     129       1,204     400     1,604       5     252     100     352       641      641       16      641       25      25	To   To   To   To   To   To   To   To	To   To   To   To   To   To   To   To	3      3     3,983 20         77      77     9,167 47         94     6     100          50     12     62     \$4,094 00     57,190        18      18     2,000 00     39,300        49      49     2,667 00     39,450        117     12     129          1,204     400     1,604     \$595 00     22,400     12       25      5     500 00     19,500     12       252     100     352     490 00     19,700     12       641      641     510 00     15,900     20       16      16     370 00     9,500     20       25      25     750 00     21,380	To   To   H   To   To   To   To   To

Westinghouse brake and Miller coupler are used on passenger cars. Two hundred and forty-three Cook safety and 164 split safety switches are in use on

### Miscellaneous Statistics.

Miscella Moute Statistics.	
Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, niles. Total assessed value of real estate and personal property of company Length of steel rails laid during year in repairs, miles. Length of iron rails laid during year in side tracks, miles. Bailroad crossing road at grade. Bailroad crossing road over or under grade. Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade. Overhead obstructions less than twenty feet above track	\$6,879,878 72.11 20.64 11 1 660 29
CODE COMOMO TODO EMEM CHOMO TOCO MOCIO DE MOMENTA CONTRACTOR CONTRAC	

Passenger cars are heated by steam, lighted with mineral sperm oil, and ventilated by windows in Monitor deck screen under roof of platform,

The American Express Company runs over this line; the contract is at rate per 100 lbs., according to distance, and messenger on train paying passenger fare.

Parlor and sleeping cars owned by this company run over this line, on which an additional charge of .006 per mile is made. Wagner and Pullman's parlor and sleeping cars run on mileage rates fixed and collected by such car companies.

The Wagner Palace Car Company received \$6,596.62. The Pullman's Palace Car Company received \$960.06.

The Red, White, Blue, Canada Southern, Midland, Nickel Plate, Ontario Despatch and Rome, Watertown and Ogdensburg freight lines, Merchants' Despatch Transportation Company, run over this line. Freight is taken pro rata—lines furnish their own cars, this company paying mileage. No preference given as to speed and delivery.

No contract for carrying United States mails. Service recognized and performed over entire road at rate fixed by Government.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	64,689	4
Grain	162,467	10
Meats and provisions	115,510	7
Live stock	48,213	3
Lumber	282,765	18
Pig and bar iron and steel	37,939	2
Iron or other ores	151,190	9
Coal and coke	294,100	18
Petroleum and other oils	23,822	1.5
panies within this State from manufactories within this State.	67,482	4
All other manufactures	102,814	6.5
All other merchandise	36,688	3
All other agricultural products All other articles not included above	126,159	8
All other articles not included above	110,691	7
Total	1,624,229	100

# NUMBER OF ACCIDENTS.

#1-111		- F - F - F - F - F - F - F - F - F - F		 		
	•			Injured.	Killed.	Total.
Passengers Employees			• • • • • • • • • • • • • • • • • • • •	 5	8 10	8 16
Others	•••••	•••••		 2	14	16
Total				18	27	40
<b>E</b>				 		

### EMPLOYEES.

Average number of persons employed (including officials) during year	2,211
Aggregate amount of salaries and wages paid them	\$1,232,091 15

Name.	Title.	Official Address.
CHARLES PARSONS	President	96 Broadway, N. Y. city.
CLARENCE S. DAY	First Vice-President	38 Wall street, N. Y. city.
CHARLES PARSONS, Jr	Vice-President	96 Broadway, N. Y. city.
J. A. LAWYEB	Secretary and Treasurer	96 Broadway, N. Y. city.
R. E. SMILEY	Assistant Secretary	Watertown, N. Y.
E. S. BOWEN	General Manager	Uswego, N. Y.
L. A. EMERSON	General Traffic Manager	96 Broadway, N. Y. city.
THEO. BUTTERFIELD	General Passenger Agent	Oswego, N. I.
M. D. PLOAT	Auditor	Oswego, N. I.
EDWIN PARSONS	Purchasing Agent	96 Broadway, N. Y. city.

Directors of	of the	Company.
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Name.	Residence.
CHARLES PARSONS.	New York city.
CLABENCE S. DAY	New York city.
Charles Parsons, Jr	New York city.
EDWIN PARSONS	New York city.
GEORGE PARSONS	New York city.
WILLIAM LUMMIS	New York city.
John S. Farlow	Boston, Mass.
Walton Ferguson.	Stamford, Conn.
John Q. A. Johnson	New York city.
John Thorn	Utlea, N. Y.
J. F. MAYNARD	Utica, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
JOHN M. CROUSE	Utica, N. Y.

Title of company, Rome, Watertown and Ogdensburg Railroad Company. General offices at 96 Broadway, New York city.
Date of close of fiscal year, September 30.
Date of stockholders annual meeting, December 28.
For information concerning this report, address J. A. Lawyer, Treasurer.

# SARATOGA AND SCHENECTADY.

LESSOR.

Lessee — Rensselaer and Saratoga,
Operated by Delaware and Hudson Canal Company,
(Date of charter, February 16, 1831.)

For history of organization, see Report of 1885.

# Capital Stock.

	COM	Cash realized:	
·	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and construction and now outstanding	}	\$450,000	\$450,000
Cost of Total cost of road up to September 30, 1888			. \$450,000 00 -
Income Account for Year E	nding Septen	aber 30, 1889	•
Rental from Delaware and Hudson Canal Co Payments from income, as follows, viz.: Dividends declared, 7 per cent on \$450,000 sto Salaries.	ck	\$31,500 00	
			81,780 00
Deficit for year ending September 30, 1886	9 <b></b>		<b>\$30</b> 00 ·

### General Income Account.

Deficit for year ending September 30, 1888		\$30 <b>60</b> 26,029 <b>61</b>
Total surplus September 30, 1889		\$25,999 61
General Balance Sheet September 30	, 1889.	
Cost of road		. \$450,000 00 . 25,999 61
		\$475,999 61
Capital stock		. \$450,000 09 . 25,999 61
		\$476,999 61
Officers of the Company.		
Name. Title. GEORGE H. CRAMER. President JOHN H. NEHEE. Secretary and Treasur		Official Address. Troy, N. Y. Troy, N. Y.
Directors of the Company.		
Name.	Residence.	
George H. Cramer Joseph M. Warben Charles B. Kussell. Thomas W. Lockwood Charles N. Lockwood Stephen E. Warben Legrand C. Cramer E. Coubtland Gale. James M. Marvin	Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y.	orings, N. Y.
Title of company, Saratoga and Schenectady Railroad Com General offices at Troy, N. Y. Date of close of fiscal year, September 30.	pany.	

Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address George H. Cramer, President, 17 First street, Troy, N. Y.

# SCHENECTADY AND DUANESBURGH.

# LESSOR.

LESSEE -ALBANY AND SUSQUEHANNA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 15, 1873.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	MON.
	No. of shares.	Par value.
Authorized by law or charter	3,000 1,005	\$300,000 100,500

•	Fundi	D I	EBT	•				
DESIGNATION OF LIEN.	Date.	Term, years	Rate.	INTERE	en	Amou autho ized	r-	Amount outstand-ing.
	l 	Ę	器	рауг	ble.			
First mortgage bonds	Sept. 1, 1874	50	p.c.	Mar.1 å	Sept·1	\$500,	000	\$500,000
•	Cost o	f R	oad			•		
Roa	.D.		_		better	ons or ments g year g Sept. 1889.	of Se	otal cost road up to pt. 30, 1889.
Grading, masonry and ballast Bridges Superstructure (including ties Rails Land damages Passenger and freight station Engineering expenses Purchase of constructed road	s)s	• • • • •				<b>\$</b> 52 05		\$33,166 16 13,967 67 19,189 75 786 30 2,461 31 2,545 96 226 00 600,500 00
Total cost of road	•••••	• • • •	••••			<b>\$</b> 52 05		\$672,938 15
Gross income from all sources Rental from lessee	ollows, viz.: nd accrued	iz.:	 Sopt		•••••	••••••		\$30,000 00 \$0,000 00
Cost of road		SETE		• • • • • • • • •	• • • • • • • •	• • • • • • •		\$672,933 15
Capital stock	Liabi		••••					\$100,500 00 500,000 00 72,433 15 \$672,933 15
	Dfficers of t	ha (	Com	nanv.			_	
Name.	Title.			J ·		Officia	l Ad	ldress.
Hobace G. Young		• • • • •	• • • • •		••••••	Albany New Yo New Yo	v. N. ork ork	Y. city. city.
Tom a	irectors of	the	Con	apany.		n		
Name. Hobace G. Young. Reuben A. Henry Daniel Wilson James C. Hartt Charles A. Walker F. Murray Olyphant H. M. Olmstead Robert Olyphant	•••••••	• • • •		• • • • • • • • • • • • • • • • • • • •		Reside Albany Jersey Orange New Yo New Yo Morriss New Yo	City o, N. ork	Y. V. N. J. J. olty. olty. olty. olty. olty. olty.

Title of company, Schenectady and Duanesburgh Railroad Company.
General offices at New York city.
Date of close of fiscal year, September 30.
For information concerning this report, address R. A. Henry, Auditor, Delaware and Hudson Canal Company, New York city.

# SCHENECTADY AND MECHANICVILLE.

### LESSOR.

BUILT, OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

The road was built and is owned by the Delaware and Hudson Canal Company, under an act of the Legislature, passed on the 9th of May, 1867, and was opened in January, 1862. Its earnings, expenses and operations are included in the lessee's report of the Albany and Susquehanna Railroad.

### Cost of Road.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost up to Sept. 30, 1889.
Grading, masonry and ballast	\$280 80	\$86,644 3
Bridges Superstructure (including ties)	548 <b>34</b>	9,345 1 87,595 7 548 3
Land Land damages Passenger and freight stations		900 0 14,434 4 10,007 3
Engineering expensesTelegraph line		4,704 7 753 4
Total cost of road		\$214,832 3
I	RING THE YEAR	\$214,832 3 - \$280 8 664,3
DETAILS OF ADDITIONS OR BETTERMENTS DUE	RING THE YEAR	\$214,832 S \$280 8 664,3 548 S

# Officers and Directors of the Company.

See lessee's report of the Albany and Susquehanna Railroad.
Title of company owning road, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address James C. Hartt. Treasurer Delaware and Hudson Canal Company, New York city.

# SCHOHARIE VALLEY.

(Date of charter, April 1, 1880.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

### CAPITAL STOCK.

			CAI	PITAL STOCK.				
							COMP	ton.
						No. of	shares.	Par value.
Authorized by law and now outstan							1,000	\$100,000
Number of stockh	olders			NDED DEBT.	••••	•••••	••••••	10
•			FU.	NDED DEBT.				
		years.		INTEREST.				Cash
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	au	ount hor- ed.	Amoun outstan ing.	
Bond and mort	1880	19	p.c. 6	April 1, Oct. 1	*	40,000	\$40,00	940,000
Grading, masonry Bridges	cluding ties ght stations 18es and tools ases ant charged	to co	nstr	uction				ept. 30, 1889. \$26,006 26 6,361 20 36,341 25 11,700 00 4,469 59 1,600 00 900 00 900 00 850 00
Locomotives	••••		EÇ	UIPMENT.				\$10.840 00
Locomotives Passenger cars Total cost of eq							_	2,000 00 \$12,840 00
Grand total cost of				•			===	\$101,468 80
Gross earnings from Less operating exp Gross income fr Deductions from in Interest on funded	ne Account n operation enses (exclusion all sour com all sour come, as foi debt	ding	Yea all t	axes)	tem	ber 3	2,400 00 285 16	\$12,969 35 6,350 20 \$6,619 15
Taxes on earnings	and capital	stock	٠	• • • • • • • • • • • • • • • • • • • •	••••	···	125 71	2.810 87
Surplus for year	ending Se	pteml	ber 3	0, 1889				\$3,80R 28
							-	

# REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses.

# EARNINGS.

2.12	. 2 12		
	Passenger.	Freight.	Total.
Freight, all local Passengers, all local Mail Express Telegraph	\$4,770 05 250 00	\$7,271 64	\$7,271 64 4,770 05 250 00 642 65 35 00
Total gross earnings	\$5,697 71	\$7,271 64	\$12,969 35
OPERATING	Expenses.		
Maintenance of way and structures:			
Repairs of track Steel ratie laid, 28 tons Repairs of bridges (including culverts and depairs of fences.	sattle-guards).		\$719 05 816 \$3 40 00 50 00
Total		-	\$1,625 38
We intercorpe of equipment:		_	
Maintenance of equipment: Repairs of locomotives Repairs of cars Repairs of machinery and tools	••••••		\$276 14 50 08 15 00
Total			\$341 14
		-	
Conducting transportation: Wages of conductors and men Finel for locomotives Oil and waste. Water supply. Wages of station agents and clerks Station supplies. Wages of watchmen, flagmen and switchmen	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	\$568 00 \$65 81 \$2 72 \$5 00 750 00 5 00 187 50
Total			\$2,944 63
1000		=	
General expenses: Salaries of general officers and clerks General office expenses and supplies Kationery and printing Legal expenses. Loss and damage of freight and baggage Mileage of cars of other companies (debit Other general expenses.	balance)		\$1,000 00 39 50 12 00 25 00 74 00 129 65 159 50
Total	•••••		\$1,439 65
Grand total operating expenses	•••••••		\$6,350 20
General Balance She	et September	30, 1889.	
Ass	ets.		
Cost of equipment			\$86,638 30 12,840 00
Charrent assets, as follows, viz.: Cash on hand Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •		3,806 <b>3</b> 87,123 43
		•	\$142,400 00
		=	
LIABII	LITIES.		
Capital stock	••••••		\$100,000 00 40,000 00
Interest on funded debt due and accrued	••••••		2,400 00
•		-	\$142,400 00
		-	

# SCHOHARIE VALLEY.

### Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	18,080 90,400
Number of passengers carried one mile	12,9 <b>5</b> 8
Number of tons of freight carried one mile	63,765
Total train mileage, mixed	10,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$5,697 71	\$3,175 10	\$2,522 61
	315	1705	1445
	063	085	028
	366	210	156
miscellaneous earnings  Average per ton of freight carried  Average per ton of freight per mile  Average per freight train per mile	7,271 64	8,175 10	4,096 54
	561	221	84
	112	0409	0711
	672	2454	4268

### Description of Road and Equipment.

TRACK.

Miles owned, all in N. Y. State.

Main line from Schoharie Court House to Schoharie Junction, single track,

. and a second that the second th

4 38

Weight of rails per yard—steel, maximum, 65 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8 inches; ballasted with gravel.

	Entire line in New York State.			
Bridges.	Number.	Aggregate length.		
Iron bridges	8	Feet. 74 110		
Total	4	184		

* Equipment.	No. owned.	Average cost of each.
Locomotive, 4 drivers	1	\$10,400
	1 1	

### Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

\*One passenger car owned jointly with Middleburgh and Schoharie Railroad Company; freight cars furnished by other roads.

REPORT OF THE RAILROAD COMMISSIONERS.

National Express Company runs over this line, paying nine and twelve cents per 100 os. The mails are carried for \$250 per year.

### EMPLOYERS.

Average number of persons employed (including officials) during year...

### Officers of the Company.

Name.	Title.	Official Address.
DAVID B. VBOMAN	President and General Manager	Schoharie, N. Y.
WITTIAM J VROMAN	Vice-President	Nchobaria, N. Y.
CHARLES VBOMAN	Treasurer	Schoharie, N. Y.

	Directors of the Company.	
Name.	_ · · · · · · · · · · · · · · · · · · ·	Residence.
DAVID B. VROMAN		Schoharie, N. Y.
CHARLES VROMAN.		Schoharie, N. Y.

CHARLES VROMAN	Schoharie, N. Y.
PETER C. VROMAN	Schoharie, N. Y.
WILLIAM J. VROMAN	Schoharle, N. Y.
CORNELIUS VROMAN	Schoharie, N. Y.
Laigtan Vroman	Schoharie. N. Y.
M. J. VROMAN	Schoharie, N. Y.

Title of company, The Schoharie Valley Railroad Company. General offices at Schoharie, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, March 1. For information concerning this report, address David B. Vroman, President.

# SENECA FALLS AND CAYUGA LAKE.

(Date of charter, May 24, 1886.)

For history of organization, see Report of 1887.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	соммом.		
	No. of shares.	Par value.	
Authorized by law or charter and now outstanding	400	\$40,000	

### FUNDED DEBT.

D	D-4-	years.		INTEREST.	Amount	Cash realized
DESIGNATION OF LIEN.	Date.	Term,	Rate.	When payable.	ing.	on amount outstand- ing.
First mortgage bonds Second mortgage bonds	Jan. 1, 1887 Jan. 1, 1889	20 10	p.c.	Jan. & July	\$40,000 10,000	\$6,000

# SENECA FALLS AND CAYUGA LAKE.

Cost of Road and Equipment.	
Road.	Potal cost up to Sept. 80, 1889.
Land damages. Purchase of constructed road	. \$250 00 . 74,300 00 . 950 00
Total cost of road	. \$75,500 00
Equipment.	
Locomotives	. \$1,500 00 . 4,200 00
Total cost of equipment	\$5,700 00
Grand total cost of road and equipment	. \$81,200 00
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	. \$3,348 <b>8</b> 2 . 8,998 74
Net loss from operation	. \$650 42
Deductions from income, as follows, viz.:         \$300 0           Rentals         \$300 0           Taxes on property used in operation of road         154 0           Taxes on earnings and capital stock         40 0           Taxes other than above         11 1           Interest on funded debt due and accrued         2,400 0	7 0 2 0
Deficit for the year ending September 30, 1889	2,905 19
Dendit for the year ending september 30, 1889	. \$3,555 61
General Income Account.	
Deficit for year ending September 30, 1889	. \$3,555 61 8
	7,036 66
Total deficit September 30, 1889	. \$10,592 27
Analysis of Gross Earnings and Operating Expense	<b>.</b>
Earnings.	
Passengers, all local	. \$3,848 82
OPERATING EXPENSES.  Maintenance of way and structures:	
Maintenance of way and structures: Repairs of roadbed and track	\$63 56 57 86
Total	\$121 42
Maintenance of equipment: Repairs of cars	. \$99' 62
Conducting transportation: Wages of conductors and engineers. Fuel for locomotives	. \$665 50 245 54
Wages of councilves Wages of watchmen, flagmen and switchmen. Other expenses for conducting transportation	389 87
Total	\$1,800 91
General expenses: Salaries of general officers and clerks General office expenses, supplies, stationery and printing Legal expenses Damage to property and injuries to persons Insurance	27 20
Total	\$1,971 79
Grand total operating expenses	\$3,993 74

# General Balance Sheet September 30, 1889.

ASSETS.			
Cost of road	•••••		75,500 <b>6</b> 5,700 <b>6</b>
Ourrent assets, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •		5, 140 W
Cash on hand			129 TS
Cash on hand			297 98
Front and loss (denciency)	••••••		10,592 27
			92,220 💝
·			
Liabilities.			
Capital stock		\$	40,000 00
			50,000 00
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued			
Open accounts	• • • • • • • • • • •		1,920 00 300 00
•	······		
			2,220 00
	•		
Description of Road and Equipment			
i			=
	18 S	leased, all Y. State.	ler, all State.
	1 5 6	et.	
	Pag.	800	<u> </u>
Track.	owned. Y. Stat	£₩.	E>
	ez	øZ.	-zi
	Miles in N.	Miles In N.	중묘
·	×	<b>A</b>	E
Main line from Seneca Falls to Cayuga lake, single track	2.50	.33	2.83
Weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 8	1/ Inches		
weight of rails per yard — steel, so los.; gauge of track, a feet a	Z ILCHOS.		
EQUIPMENT.		N-	owned.
Locomotive, 4 drivers			OWHOU.
First-class passenger cars Baggage, mail and express car			<b>3</b> 1
.baggage, man and express car	• • • • • • • • • •		
Total			4
	:		
Officers of the Company.			
Name. Title.	Offici	al Addı	*688.
GEORGE W. STETSON	New	York c	itv.
Frank A. Tierney Secretary	New	York c	ity.
FRANK DANIELS Treasurer Runarintendent	New	York C	ity.
I MANIE W. DIAMMEI	210#	20120	
Directors of the Company.			
Name.	H	Residenc	e.
George W. Stetson	New	York c	ity.
G. WILLIAM BALLOU	···· New	York c	ity.
PLATT K. DICKINSON	New	York c	ity. itv.
GEORGE W. STETSON. G. WILLIAM BALLOU. W. H. WOOLVERTON. PLATT K. DICKINSON. WINTEROP POND. FRANK DANIELS. F. A. TURNNING.	New	York c	ity.
Frank Daniels	New	York c	ity.
	110#	LULE	,•
Title of company, Seneca Falls and Cayuga Lake Railroad Cor General offices at Nos. 5 and 7 Wall street, New York city.	npany.		
Concret officer of New York Wall street New York often			

Title of company, Seneca Falls and Cayuga Lake Railroad Company. General offices at Nos. 5 and 7 Wall street. New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, third Wednesday in May. For information concerning this report, address George W. Stetson, President.

# SILVER LAKE.

(Date of charter, July 11, 1870.)

Reorganized June 1, 1886.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

						00111	ON.		Cash realiz	
					No. of s	h <b>ar</b> es.	Par	value.	on amoun outstandin	
Authorized by law of Total now outstand						5,000 1,200	1	\$500,000 120,000	\$60,0	
Number of stockhol	ders	••••	••••		•••••			•••••		18
			Fu	NDED !	DEBT.					
DESIGNATION OF	Data	Term, years.		INTE	est.		unt		Cash nt realized	
LIEN. Date.	Date.		Rate.		hen yable.	ize		ing.	nd-on amou outstan ing.	ď-
	June 1, 1886 Sept.11, 1888 Aug.15, 1888	10 5 6	p.c. 6 	Mon	& Dec thly	30	0,000 0,000 1,800	\$68, 24, 64,	500 24.5	600
Total						\$162	,800	\$157,	\$157,8	100
	Cost	of :	Roa	d and	Equip	ment.				
	Road.					l b	etter lurin ndin	ons or ments g year g Sept. 1889.	Total cost of road and equipment up to Sept 30, 1889.	đ
Grading, masonry a Bridges Superstructure (incl Rails Fences	uding ties).					:	\$2	,000 00	\$1,396 53 1,068 4,438	25 80 24
Passenger and freig Shops, machinery as Purchase of constru	ht stations . nd tools	••••					•••••	290 00	354 668 128,000	21 43
Total cost of road	đ			•••••			\$2	,290 00	\$135,991	13
_	EQUIPME							· · · · · · · ·		_
Passenger cars Freight and other ca	irs	••••	•••••	•••••		;	\$115	,533 50	\$824 115,533	
Total cost of equ	ipment	••••		•••••	· · · · · · · · · · · · · · · · · · ·	••••	\$115	,533 50	\$116,358	29

\$117,823 50

Grand total cost of road and equipment.....

DETAILS OF ADDITIONS OR BET	TERMENTS DU	RING THE YEAR.	
Iron rails replaced with steel			\$2,000 00 290 00 5,957 80
Three hundred gondols cars	•••••		109,575 70
Total	••••••		\$117,833 50
Income Account for Year E	nding Septe	mber 30, 1889.	
Gross earnings from operation			<b>\$29,94</b> 3 13 13,715 59
Less operating expenses (excluding all taxe		-	
Gross income from all sources			\$16,227 54
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Interest on floating debt Taxes on property used in operation of road Taxes on earnings and capital stock	· · · · · · · · · · · · · · · · · · ·	578 10	7,821 48
Surplus for year ending September 30, 18	90	-	\$8,406 11
	•	=	40,300 11
General Incor			
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888		••••••	\$8,406 11 7,148 19
Total surplus September 30, 1889		<u>-</u>	\$15,554 90
Analysis of Guerr Warring			
Analysis of Gross Earning: Earn	_	ring wybenses.	
MADA	INGB.		<del></del>
	Passenger.	Freight.	Total.
Freight, local	*************	\$12,454 02	\$12,454 02
Freight, local Passengers, local Mail	\$7,707 49 321 74		7,707 49 321 74
Express	851 46	9,108 42	351 46 9,108 42
Total gross earnings	\$8,380 69	\$21,562 44	\$29,943 13
Operating	Expenses.	<del>'</del>	
_ Maintenance of way and structures:			
Repairs of track	\$1,344 02	\$2,016 04	\$3,360 06
etc	81 90	121 96	208 25
Total	\$1,425 32	\$2,137 99	\$3,563 81
Maintenance of equipment:	\$511.85	1 <b>2</b> 767 77 I	\$1,279 62
Repairs of locomotives	96 41	144 61	941 02
Total	\$608 26	\$912 38	\$1,520 64
_Oonducting transportation:			
Wages of conductors and men	\$770 04 619 49	\$1,155 07 929 23	\$1,925 11 1,548 72
Fuel for locomotivesOil and waste	407 74 33 08	611 60 49 61	1,019 34 82 69
Other train supplies or expenses	26 87	40 30	67 17
Wages of station agents and clerks	390 15 12 14	585 23 18 21	975 38 30 35
Station supplies. Wages of watchmen, flagmen and switchmen	178 48	267 71	446 19
Other expenses for conducting transporta-	68 22	102 32	170 54
Total	\$2,506 21	\$3,759 28	\$6,265 49
<u>i</u>		'	

# SILVER LAKE.

# Analysis of Gross Earnings and Operating Expenses -- (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	\$677 98	\$1,016 96	\$1,694 9
		59 54	99 2 308 5
Outside agencies and advertising	123 42	185 12 18 00	30 0
Stationery and printing. Outside agencies and advertising Loss and damage of freight and baggage. Other general expenses and interest.	1 00 92 37	1 50 138 56	230 9
Total	\$946 47	\$1,419 68	\$2,366 1
Grand total operating expenses	\$5,486 26	\$8,229 83	\$13,715 5
	00,300 20	<b>40,122</b> 60	1
General Balance Shee	t September	30, 1889.	
Cost of road			\$135,991 1
Cost of equipment			. 116,358 2
Current assets, as follows, viz.:			E17 E
Bills receivable			. 517 53 . 900 00
Due by agents			762 9
Cash on hand Bills receivable Due by agents Open accounts. Materials and supplies.			. 5,613 8 . 425 40
			\$260,568 72
Liabii	TTTES		
Capital stockFunded debt			\$60,000 0 157,300 0
Current liabilities, as follows, viz.: Interest on funded debt due and accrued			·
Interest on funded debt due and accrued			1,846 0
Audited vouchers and pay-rolls  Loans and bills payable  Profit and loss (surplus)			1,824 54 24,043 9
Profit and loss (surplus)			15,554 3
			\$260,568 7
Traffic and Mile	age Statistic	8.	
Namber of second second second			40.00
Number of passengers carried	••••••	• • • • • • • • • • • • • • • • • • • •	43,734 196,803
Number of tons of freight carried	· · · · · · · · · · · · · · · · · · ·		47,731 214,789
Number of persengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile Total train mileage, mixed	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	214,789 21,470
,			,
Description of Road		nent. M	iles owned, all n N. Y. State.
Trac Main line from Perry to Silver Springs, single		1	1. N. 1. State. 8.86
Sidings and turnouts on main line	e track	••••••	.75
Grand total of tracks, sidings and turnout	ts		7.61
Laid with steel rail, main line		• • • • • • • • • • • • • • • • • • • •	6.86
Weight of rails per yard—steel, 60 lbs; g with gravel.	auge of track,	4 feet 8% inc	hes; ballasted
	<del></del>	ENTIRE LINE	IN NEW YORK
Paragra	]_	ATE	
Bridges.		Number.	Aggregate length.
Iron heldes			Feel

# Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each
Locomotive, 4 drivers	1	\$6,000	26,000
First-class passenger car. Second-class passenger car. Baggage, mail and express car.	1 1 1		
Total	3		
Box freight cars	10 300		
*Total	810	••••	

Hand brake and link coupler are used on passenger cars and automatic coupler on freight cars. Common lever switches are in use on road.

### Miscellaneous Statistics.

	Entire line in
ITEM.	N. Y. State.
Total assessed value of real estate and personal property of Company Highway crossing at grade without protection	<b>352,000 00</b>
HIMNWAY Crossing at grade without protection	

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in top.

American Express company runs over this road at agreed rate on tonnage basis. The contract with the United States Government for transporting mails, twice daily, is \$349.52 per annum.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
flour	319	
Grain. Meats and provisions	1,571 360	
Live stock. Lumber	884 1,200	4.
Pig and bar iron and steel	304 285	
Doal and cokePetroleum and other oils	8,00 <b>3</b> 95	16.
Manufactures Ice	24.260	3. 50.
All other agricultural products	48 7,889	16.4
Total	47,781	100

# EMPLOYEES.

Average number of persons employed (including officials) during year......

### Officers of the Company.

19

Name.		Official Address.
ARTHUR G. YATES	PresidentVice-President and Treasurer SecretarySuperintendent	Rochester, N. Y. Rochester, N. Y. Rochester, N. Y. Buffalo, N. Y.

<sup>\*</sup> All equipped with patent coupler.

# SILVER LAKE.

Directors of the Company.	
Name.	Residence.
ARTHUR G. YATES	Rochester, N. Y.
H. H. WARNER	Rochester, N. Y.
GEO. E. MEBCHANT. W. L. KINGHAN	Rochester, N. I.
Charles H. Blakeslee	Rochester, N. Y.
EARL B. PUTNAM	Rochester, N. Y.
J. Lansing Moore. Jab. Wyckoff.	Parry N V
HENRY N. PAGE	Perry, N. Y.
M. H. Olin	Perry, N. Y.
C. W. G. Nobles E. M. Reed	Perry, N. 1.
B. T. TUTTLE.	Perry, N. Y.
Pitle of company, Silver Lake Railway Company.	
General offices at Rochester, N. Y.	
Date of close of fiscal year, December 31. Date of stockholders' annual meeting, second Tuesday in Janua	
Por information concerning this report address Charles H. Rick	aglee Secretary

# SKANEATELES.

(Date of charter, April 17, 1866.)

# Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter	1,660 778	\$100,000 00 77,800 00	

# FUNDED DEBT.

		Term, years.	INTEREST.				Cash
Designation of Lien.	Date.		Rate.	When payable.	Amount authorized.	Amount outstand- ing.	realized on amount outstand- ing.
First mort- gage bonds. First mort-	July 1. '79	30	p. c.	July and Jan.	\$10,000	\$10,000	\$10,000
gage bonds.		30	7	July and Jan.	20,000	10,000	10,000
Total					\$30,000	\$20,000	\$20,000

# Cost of Road and Equipment.

ROAD.	Total cost up to Sept. 30, 1889,
Grading, masonry and ballast	
Bridges	2,718 20
Superstructure (including ties)	
Land	8.116 64
Passenger and freight stations	3.193 59
Shops, machinery and tools	3,967 74
Engineering expenses	1,981 54
Total cost of road	956 574 AA

Equip	MENT.		
Locomotives Passenger, mail, baggage and express cars Freight and other cars.	• • • • • • • • • • • • • • • • • • • •		231,555 XI 5,344 & 10,000
Total cost of equipment			
Grand total cost of road and equipment			
Income Account for Year B		•	
Gross earnings from operation Less operating expenses (excluding all taxes	68)		\$33,436 # 23,299 11
Gross income from all sources	•••••••	\$2,050 00 946 51	ı
Madding and Australia			2,996 8
Net income from all sources  Payments from net income, as follows, viz.: Dividends declared, 4 per cent			
Surplus for year ending September 30, 18			
Common Town		:	
General Inco		#4 000 AE	
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	\$4,028 45 18,249 96	\$23,273 C
First mortgage bonds paid and cancelled du	ring the year		10,000
Total surplus September 30, 1889			\$12,278 41
		•••••••	\$12,218 W
Analysis of Gross Earnings	and Operat	,	كنيف حتما
Analysis of Gross Earnings	and Operat	,	كنيف حتما
Analysis of Gross Earnings EARN	and Operat	ing Expenses	
Freight, all local. Passengers, all local. Mail. Express Miscellaneous *Oll and waste. *Coal. *Old rails, etc	Passenger.  \$8,133 17 240 27 966 53 197 90 272 28 8,173 81 \$12,984 73	Freight.  \$16,806 56  197 91 78 972 29 3,173 61	Total.  \$16,896 14 8,133 17 240 77 966 53 396 13 1 55 544 57 6,347 62
Freight, all local. Passengers, all local. Passengers, all local. Mail. Express Miscellaneous *Oll and waste. *Coal. *Old rails, etc  Total gross earnings.  OPERATING	Passenger.  \$8,133 17 240 27 986 58 197 90 77 272 28 8,173 81 \$12,984 73	Freight.  \$16,806 56  197 91 78 272 29 3,173 81  \$20,451 35	Total.  \$16,805 \$6 8,133 17 240 77 986 53 336 51 1 53 544 57 6,347 62 \$33,436 08
Freight, all local Passengers, all local Mail Express Miscellaneous *Old rails, etc  Total gross earnings.  Operating	Passenger.  \$8,133 17 240 27 986 58 197 90 77 272 28 8,173 81 \$12,984 73	Freight.  \$16,806 56  197 91 78 972 29 3,173 61	Total.  \$16,896 14 8,133 17 240 77 966 53 396 13 1 55 544 57 6,347 62
Freight, all local. Passengers, all local. Passengers, all local. Mail. Express Miscellaneous *Oll and waste. *Coal. *Old rails, etc  Total gross earnings.  OPERATING	Passenger.  \$8,133 17 240 27 986 58 197 90 77 272 28 8,173 81 \$12,984 73	Freight.  \$16,806 56	Total.  \$16,805 56 8,133 17 240 77 955 53 335 81 1 53 544 57 6,347 62 \$33,436 06
Freight, all local Passengers, all local Mail Express Miscellaneous *Old rails, etc  Total gross earnings.  OPERATING Maintenance of way and structures: Steel rails laid, 200, 75 tons Repairs of roadbed Repairs of stations, shops, docks, etc.	Passenger.  \$8,133 17 240 27 966 53 197 90 77 272 28 3,173 81 \$12,984 73  EXPENSES.  \$3,121 98 1,766 93 33 55 \$4,922 46	Freight.  \$16,806 56	Total.  \$16,896 56 8,133 17 260 77 966 53 356 54 1 53 544 57 6,347 69 \$33,436 08

<sup>\*</sup>None of these items constitute earnings from operation; the several amounts should go to the credit of the various operating expenses to which they properly belong.— $R.\ R.\ Commissioners$ .

# SKANEATELES.

# Analysis of Gross Earnings and Operating Expenses -- (Continued).

Analysis of Gross Earnings and C	between wil	bewses (COLf1)	1uea).
	Passenger.	Freight.	Total.
Conducting transportation			
Conducting transportation: Wages of conductors and men Wages of engineers and firemen	<b>\$</b> 510 00 i	\$510 00	\$1,020 0
Wages of engineers and firemen	1,110 00	1.110 00	\$1,020 0 2,220 0
Fuel for locomotives	1,197 82	1,197 82	2,395 6
Water supply	30 00 355 00	30 00 855 00	60 00 710 00
Wages of watchmen, flagmen and switchmen	210 00	210 00	420 0
Total	\$3,412 82	\$3,412 82	\$6,825 6
		40,112 02	
General expenses:	\$1,850 00	\$1,350 00	\$2,700 0
Salaries of general officers and clerks General office expenses and supplies	149 88	149 88	299 7
Legal expenses	13 81	13 82	27 6
Other general expenses	835 86	885 86	1,671 7
Total	\$2,849 55	\$2,349 56	\$4,699 1
Grand total operating expenses	\$11,649 53	\$11,649 59	\$23,299 1
General Balance Shee	t September 2	30, 1889.	
Assı	ets.		
Cost of road		•••••	\$66,574 44 41,725 56
Current assets, as follows, viz.:			12,278 4
		_	\$120,578 41
_		=	
Capital stock	ities.		ATT 000 0
Funded debt	• • • • • • • • • • • • • • • • • • • •	•••••	\$77.800 00 20,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued First mortgage bonds paid and cancelled du			
Interest on funded debt due and accrued			500 00
Pirst mortgage bonds paid and cancelled du	ring the year	•••••	10,000 00
Profit and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	·····_	12,278 41
		=	\$120,578 41
Traffic and Mile	age Statistic	ì.	
ITE	•		
Number of passengers carried			35,840
Number of passengers carried one mile		**************	162,665
Number of passengers carried			38,770
Number of tons of freight carried one mile .		• • • • • • • • • • • • • • • • • • • •	127,760
Mixed train mileage	•••••	•••••	16,807
Itt	M.		Through
Computed on earnings from carrying pass	ar.garg and f-a	ight only	and local. Cents.
Average rate received per mile for carrying Average rate received per mile per ton for ca	passengers, all arrying freight.	all classes	5° 18.1
Description of Ros	d and Equips	nent.	
		Mile	g owned, all
TRA			N. Y. State.
Main line laid, single track Sidings and turnouts on main line	• • • • • • • • • • • • • • • • • • • •	••••••	. 1
Grand total of tracks, sidings and turnou	ıts		
Weight of rails per yard—steel, 56 lbs.; g	auge of track,	4 feet 8% inche	s; ballasted

# Description of Road and Equipment — (Continued).

_	ENTIRE LINE ST.	IN NEV	v Tori
Bridges.	Number.	Aggrega	
Wooden bridges.	11	1	Per
Equipment.		No. owned.	Average cost of emb.
Locomotives, 4 drivers		2	
First-class passenger cars		2 2	\$3,00 B
Total		4	
Flat freight car		1	
Hand brake and link and pin coupler are used on cars; used on road.	common targe	et swite	hes an
Miscellaneous Statistics.		Entire	line
Total assessed value of real estate and personal property Length of steel rails laid during year in repairs, miles	of company	_	. State. <b>980,00</b> 1.1
Passenger cars are heated by Spear car heaters, lighted lated by ordinary ventilators.  American Express runs over this road.  The United States Government pays \$290.30 per annum for			
DESCRIPTION OF FREIGHT MOVI	ED.		
ITEM.			nnage.
Flour Grain Meat and provisions Live stock Lumber Pig and bar iron and steel		4	443.75 1,446.50 102.73 198 3,736.75
Petroleum and other oils Shipments of manufactured goods received by railro within this State from manufactories within this State	ad companie	. 18	183 5,302.75 142 ),744
All other agricultural products All other agricultural products All other articles not included above	• • • • • • • • • • • • • • • • • • • •	:	683.75 1,406.75 3,497
Total	••••••••	. 31	3,770
Employees.			
Average number of persons employed (including officials) Aggregate amount of salaries and wages paid them	during year	. *	15 3,744 00

	DAA	MEA	LELL	EO.				UIU
	Officers o	f the	. Co:	mpany.				
Name.		Title.		p,.		Official	Addres	<b>3</b> .
John E. Waller H. C. Sherman J. McNamara	Vice	Pres	ider	t		Mottvill	e, N. Y.	
. MCNAMARA	Tres	sure	r	•••••		Skaneat	eles, Ņ	. <b>Y.</b>
EORGE BARROW		_				Skaneat	eles, N	Ι.
Name.	Directors					Resi	dence.	
en E. Waller						Skaneat	eles, N	<u>Y</u> .
HN H. GREGORY	•••••	• • • • •	• • • • •		• • • • • • •	Skaneat	eles. N	Υ. •
EWIS B. FITCH		• • • • •	• • • • •			Skaneat	eles. N	Ϋ́.
OHN E. WALLER OHN H. GREGORY OAB L. CLIFT. EWIS B. FITCH ITRAM C. SHERMAN PREDERICK ROOSEVELT.						Mottvill	e, N. Y.	
REDERICK HOOSEVELT. OHN MCNAMARA	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • •	• • • • • • • • •	• • • • • • •	Skaneat	eles, N	Ϋ́.
UHR MUNAMADA	•••••	• • • • • •	••••	••••••		DKALIGA	WIGE, IV	
	·~ -= -		-	-				
SMITE	I WOT	ID I	POR	T JEF	FERS	ON.		
		Less	OB.					
	LESSEE -	– Lo	ng ¶	BLAND.				
or history of organizati	on, see Repor	ts of	1883	 and 1885.				
=	apital Stock				ebt.			
_	-	TTAL						
<del></del>					I		<del></del>	
						COM	CON.	
					No. of	shares.	Par v	alue.
orized by law or char ed for actual cash	rter					8,000 3,219	•	200,000 8Q,475
					<u> </u>			
	Fur	DED	DEE	T.				
		. E						
		years		INTERES	T.	Amour	it · An	ount
esignation of Lien.	Date.		; —	· · · · · · · · · · · · · · · · · · ·		author	- lout	stand-
		g	. 6	Who	an	ized.	1	ng.
		Term,	Rate.	paya				
		-: <u></u>						
l secured by mortgage	Sent. 1, 1881		P.C.	Sep. 1 &	Mar. 1	9600.0	00. 1	600,000
	3074 1, 1	,	:					
	Officers o	f the	e Co	mpany.		<b>-</b>		
Name.	Title.				Offic	rial Addr	ess.	
DAVIDET. BAYLIS	Preside	nt	• • • • •	Ston	y Brook	k, L, I., 1	V. Y.	
James Clinch Smith Roswell W. Keene	Treasui	юг	• • • • •	Smit	htown	Branch,	Ļ. Ļ. Ņ.	Ţ.
WOWELL W. KEENE	Secreta	гу	• • • • •	ощи	nwwn.	Draucu,	L4. L., IV.	. 1.
Name.	Directors of	of th	e C	mpany		idence.		
				Rton			· •	
JAMES CLINCH SMITH		• • • • • • • • • • • • • • • • • • •		Smit	htown	Branch.	L. I N.	Y.
Dogwest W Vanys				Broo	klyn, N	. Y		
THOSABTT A. DEPUR				KAAT	MALANE	At 1. I	NV	
NEHRMIAH HAND	••••••	• • • • • •	• • • • •	2+0-	Brack	7 7 7	'n`v	
Vehrmiah Hand Onas Smith Feorge W. Hallock		• • • • • •	• • • • •	Ston	y Brook htown	. L. I., N Branch.	ľ. Ý. L. I., N.	Υ.
Nehrmiah Hand. Jonas Smith. Feorge W. Hallock. Egbert Brush.		  		Ston Smit	y Brook htown htown	L. I. N Branch, Branch	I. Y. L. I., N. L. I., N.	Ϋ́. Ϋ́.
NOW RELL W. ARREST JONAS SMITH. GEORGE W. HALLOCK. EGBERT BRUSH. JACOB B. CONKLIN.		• • • • • • •		Ston Smit Smit	y Brook htown htown htown	L. I., N Branch, Branch, Branch,	í. Ý. L. I., N. L. I., N. L. I., N.	Y. Y. Y.
NEHEMIAH HAND. JONAS SMITH. GEORGE W. HALLOCK. EGBERT BRUSH. JACOB B. CONKLIN. JRFFEEY A. SMITH. CHABLES H. HALLECK		•••••	• • • • • • • • • • • • • • • • • • • •	Ston Smit Smit Smit	y Brook htown htown htown t Johnl	L. I., N Branch, Branch, Branch, and, L. I and, L. I	I. Y. L. I., N. L. I., N. L. I., N. N. Y.	Y. Y. Y.
NEHEMIAH HAND JONAS SMITH JONAS SMITH GEORGE W. HALLOCK EGBERT BRUSH JACOB B. CONKLIN JEFFREY A. SMITH CHABLES H. HALLECK CARLL S. BURR		•••••		Bton Smit Smit Smit Smit Sain Sain	y Brook htown htown htown t Johnl t Johnl ac, L. I	L. I., N. Branch, Branch, Branch, Branch, and, L. I and, L. I . N. Y.	I. Y. L. I., N. L. I., N. L. I., N. N. Y. ., N. Y.	Y. Y. Y.
DAVID T. BAYLIS JAMES CLINCH SMITH. ROSWELL W. KEENE NEHRMIAH HAND JONAS SMITH. CEORGE W. HALLOCK EGBERT BRUSH JACOB B. COMKLIN JEFFREY A. SMITH CHARLIES H. HALLECK CARLLS, BURR JAMES E. BAYLIS				Ston Smit Smit Smit Sain Com Port	y Brook htown htown htown t Johnl t Johnl ac, L. I Jeffers	E. L. I., N Branch, Branch, Branch, and, L. I and, L. I N. Y. on, L. I.	I. Y. L. I., N. L. I., N. L. I., N. ., N. Y. ., N. Y.	Y. Y. Y.
NEHEMIAH HAND JONAS SMITH GEORGE W. HALLOCK EGBERT BRUSH JACOB B. CONKLIN JACOB B. CONKLIN JAFFREY A. SMITH CHABLES H. HALLECK CABLL S. BURB. JAMES E. BAYLIS FRANK P. NORTON				Ston Smit Smit Smit Sain Com Port	y Brook htown htown htown t John t John ac, L. I Jeffers y Brook	r. L. I. N Branch, Branch, Branch, and, L. I and, L. I N. Y. on, L. I., N	I. Y. L. I., N. L. I., N. I. I., N. I., N. Y. N. Y. I. Y.	Y. Y. Y.

Title of company, Smithtown and Port Jefferson Bailroad Company.
General offices at Smithtown Branch, L. I., N. Y.
Date of close of fiscal year, first Tresday in June.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address James Clinch Smith. Treasure.

#### SOUTHERN CENTRAL.

(Date of charter, November 17, 1866.)

For history of organization, see Reports of 1885 and 1888. Since December 1, 1888, this road has been operated by the Lehigh Valley Railroad Company.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	СОМП	Cash realized	
•	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	30,000 17,749%	\$3,000,000 1,774,950	\$1,774,950

#### FUNDED DEBT.

		years.		INTEREST.			Cash
DESIGNATION OF LIEN.	Date.	Term, ye	Bate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
First mort bonds.			11. 0.				
less paid and cancelled	Aug. 1, 1869	30	7	Feb. & Aug.	\$1,500,000	\$90,000	\$79,390 80
Interest bds., less paid and canc'd. First con. mortg'e	Aug. 1, 1877	10	7	Aug. & Feb.	<b>879,</b> 670	1,080	1,060 00
bonds, less paid and cancelled	Feb. 1, 1882	40	5	Aug. & Feb.	8,400,000	3,300,000	3,123,426 53
Funded coup. bds. of con. mortg'e		10	4	Aug. & Feb.	494.970	475,740	•••••
Total					\$5,974,640	\$3,866,790	\$3,203,867 \$3

Cost of Road.	Total cost up t Sept. 30, 1892
Grading, masonry and ballast Bridges Superstructure (including ties). Ralls Land damages Fences. Passenger and freight stations Engine and car houses Shops, machinery and tools. Fuel and water stations Engineering expenses Interest and discount charged to construction. Telegraph line Wharfing. Fair Haven Elevator	204, 226 8 - 647, 319 7 - 1, 263, 1775 4 - 170, 956 6 - 52, 646 6 - 29, 410 0 - 24, 505 6 - 94, 699 9 - 937, 701 4 - 11, 447 E
Total cost of road	

# SOUTHERN CENTRAL.

Income	Account	for	Year	Madine	r Septe	mber 30	. 1889.

Gross earnings from operation.  Less operating expenses (excluding all taxes).	\$542,708 : 451,822 :	
Gross income from all sources	\$90,886	08
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued		
	208,724	63
Deficit for year ending September 30, 1889.	\$117,888	<b>60</b>
General Income Account.		
Deficit for year ending September 30, 1889	\$117,838 1,099,156	
Interest on debt	313,959	34
Total deficit September 30, 1889.	\$1,530,954	16

# Analysis of Gross Earnings and Operating Expenses.

# EARNINGS.

	Passenger.	Freight.	Total.
Freight Passengers Mail Express. Express. Felegraph receipts. Receipts from other sources.	9,669 93 4,865 68 1,136 26	\$392,325 88 	\$392,326 86 95,543 06 9,669 93 4,365 66 1,136 26 39,667 39
Total gross earnings	\$110,714 95	\$431,998 27	\$542,708 22

# OPERATING EXPENSES.

Maintenance of way and structures: Steel rails laid, % tons. Repairs of roadbed	\$30,702	63	\$39,076	08	<b>\$69,77</b> 8 71
_ cattle-guarda)	8,226	97	10.470	AQ	18,697 66
Repairs of stations, shops, docks, etc	3,518		4,478		7,996 66
Repairs of fences	2,221		2,827		5,048 69
Other expenses for maintenance of way and	-,		2,02.		COMEN
structures	2,774	23	3,530	83	6,305 06
Total	\$17,443	78	\$60,383	00	\$107,826 78
Maintenance of equipment:			<del></del>	'-	
Repairs of cars	\$9,020	71	\$4,591	92	\$13,612 68
Conducting transportation:		'_			
Wages of conductors and men	\$11,528	94	\$28,408	90 I	\$39,936178
Wages of engineers and firemen	9,338		24,661		33,999 88
Fuel for locomotives	25,650		32,645		58,296 22
Oil and waste	1,633		2,078		3,712 25
Water supply	423		538		961 74
Other train supplies or expenses	770		980		1,750 28
Wages of station agents and clerks	10,216		13,003		23,220 33
Wages for labor at docks		1	13,805		13,805 26
Station supplies	455	03	579		1.034 16
Station supplies. Wages of watchmen, flagmen and switchmen	1,224		1,558		2,782 45
Other expenses for conducting transporta-					** _
tion	80,578	09	88,917	58	69,495 67
Total	\$91,818	36	\$157,176	61	\$248,994 97

Ceneral office expenses and supplies		Passenger.	Freight.	Total.
Ceneral office expenses and supplies				
Stationery and printing				\$6,405 9
Logs all expenses.       .647 99       834 72       1.47         Loss and damage of freight and baggage.       .624 60       62         Telegraph maintenance and operation.       3,909 68       4,975 96       8,86         Mileage of cars of other companies (debit balance)       3,444 81       53,812 78       57,25         Other general expenses.       2,094 37       2,665 57       4,75         Total.       \$14,210 70       \$67,177 11       \$81,38         Grand total operating expenses.       \$162,493 55       \$289,328 64       \$451,82         Cost of road.       Assets.         Cost of road.       \$4,376,50         Open accounts       \$5,909,53         LIABILITIES.         Oapital stock.       \$1,774,956         Funded debt       \$1,809,63         Unevest on funded debt due and accrued       \$2,072         Open accounts       \$2,072         Open accounts       \$2,072         Open accounts       \$2,072         Open accounts       \$2,072         Open accounts       \$2,072         Open accounts       \$2,072 <td< td=""><td>General office expenses and supplies</td><td>118 72</td><td></td><td>269 8</td></td<>	General office expenses and supplies	118 72		269 8
Logal expenses.       .647 99       834 72       1.47         Loss and damage of freight and baggage.       .624 60       62         Injuries to persons.       .624 60       .62         Telegraph maintenance and operation.       3,999 68       4,975 96       8,86         Mileage of cars of other companies (debit balance)       3,444 81       53,812 78       57,25         Other general expenses.       2,094 37       2,665 57       4,75         Total.       \$14,210 70       \$67,177 11       \$81,38         Grand total operating expenses.       \$162,493 55       \$289,328 64       \$451,82         Assets.         Cost of road.         2,077         Profit and loss (deficiency)         \$5,909,53         Dapital stock.        \$1,774,956         Funded debt             Interest on funded debt due and accrued            Debt certificates                           .	stationery and printing	420 47		965
Injuries to persons	Jutside agencies and advertising	131 43		298
Injuries to persons	Cogal expenses	.647 99		1,472
Mileage of cars of other companies (debt balance)       3,444 81       53,812 78       57,25         Other general expenses       2,094 37       2,665 57       4,75         Total       \$14,210 70       \$67,177 11       \$81,38         Grand total operating expenses       \$162,493 55       \$289,328 64       \$451,82         General Balance Sheet September 30, 1889.         Assets         Open accounts       2,077         Profit and loss (deficiency)       1,530,95         St,909,53       \$1,774,956         Capital stock       \$1,774,956         Funded debt       3,866,79         Interest on funded debt due and accrued       250,257         Open accounts       2,78	Loss and damage of freight and baggage		457 24	457
Mileage of cars of other companies (debt balance)       3,444 81       53,812 78       57,25         Other general expenses       2,094 37       2,665 57       4,75         Total       \$14,210 70       \$67,177 11       \$81,38         Grand total operating expenses       \$162,493 55       \$289,328 64       \$451,82         General Balance Sheet September 30, 1889.         Assets         Open accounts       2,077         Profit and loss (deficiency)       1,530,95         St,909,53       \$1,774,956         Capital stock       \$1,774,956         Funded debt       3,866,79         Interest on funded debt due and accrued       250,257         Open accounts       2,78	injuries to persons	624 60		624 (
Dalance   3,444 81	relegraph maintenance and operation	3,909 68	4,970 96	8,885 6
Other general expenses         2,094 37         2,665 57         4,75           Total         \$14,210 70         \$67,177 11         \$81,38           Grand total operating expenses         \$162,493 55         \$289,328 64         \$451,82           General Balance Sheet September 30, 1889.           Assets         \$4,376,50         \$2,07           Profit and loss (deficiency)         1,530,95         \$5,909,53           LIABILITIES.           Dapital stock         \$1,774,956         \$3,866,79           Interest on funded debt due and accrued         250,257           Open accounts         250,257           Debt certificates         2,78			89 010 70	E7 0E7 I
Total \$14,210 70 \$67,177 11 \$81,38  Grand total operating expenses \$162,493 55 \$289,328 64 \$451,62  General Balance Sheet September 30, 1889.  Assets.  Cost of road \$4,376,500 Open accounts \$2,077 1,530,95  ELIABILITIES.  Capital stock \$1,774,956 Funded debt \$3,866,79 Interest on funded debt due and accrued \$3,866,79 Deen accounts \$2,072 14,756 Debt certificates \$1,774,956	Dalance)	0.004.97		
General Balance Sheet September 30, 1889.				
General Balance Sheet September 30, 1889.	Total	\$14,210 70	\$67,177 11	\$81,387
General Balance Sheet September 30, 1889.	Grand total operating expenses	\$162,493 55	\$289,328 64	\$451,822 1
Cost of road       \$4,376,50         Open accounts       2,07         Profit and loss (deficiency)       1,530,98-         Experimental stock         Section 1       \$1,774,986         Funded debt       3,866,781         Interest on funded debt due and accrued       250,281         Open accounts       14,756         Debt certificates       2,781		7	30, 1889.	
Open accounts         2,077           Profit and loss (deficiency)         1,530,98           \$5,909,53           LIABILITIES.           Capital stock         \$1,774,986           Interest on funded debt         3,866,79           Interest on funded debt due and accrued         260,25           Open accounts         14,75           Debt certificates         2,78				\$4,376,508 6
Capital stock	Onen accounts	• • • • • • • • • • • • • • • • • • •		2.072 3
Capital stock				1,530,954 1
Liabilities.         \$1,774,956           Funded debt         3,866,796           Interest on funded debt due and accrued         280,257           Open accounts         14,756           Debt certificates         2,783	Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •		
Oapital stock       \$1,774,956         Funded debt       3,866,79         Interest on funded debt due and accrued       250,25         Open accounts       14,756         Debt certificates       2,781	Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •	•	\$5,909,535 1
Funded debt	•		•	\$5,909,535 1
Den accounts . 14,756 Debt certificates . 2,788		aties.	٠.	
	Japital stock	ities.		\$1,774,950 0
	Dapital stock	lities.		\$1,774,960 0 3,866,790 0 250,252 5
	Dapital stock	lities.		\$1,774,950 0 8,866,790 0 250,252 5 14,759 5
• 909,535	Dapital stock	lities.		

# Track and Mileage Statistics.

ITEM.	All local.
Number of passengers carried. Number of passengers carried one mile Number of tons of freight carried. Number of tons of freight carried one mile.	221,265 3,649,804 565,889
•	
Passenger train mileage. Freight train mileage. All other train mileage	293,977
Total train mileage	610,981

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$110,714 95 50 03	\$162,493 55 73 04	\$51,778 60 23 01
Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	431,993 27 1 7d 1 009 1	289,328 64 51 006	Profit. 142,664 63 25 003

#### ITEM.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes....

Average rate received per mile per ton for carrying freight, all classes...

Through and local. Cents. 2.6

# SOUTHERN CENTRAL.

#### Description of Road and Equipment.

•	ll in ate.	Rork	TOTAL MILES.	
TRACK.	Miles owned, all New York State	Miles leased, outside New State.	Length in New York State.	Entire length.
Main line, from North Fair Haven to State line, single track  Branches or other roads, single track	114	2.30	114	114 2.80
Total single track	114	2.30	114	116.30
Sidings and turnouts on main line	24.61		24.61	24.61
Grand total of tracks, sidings and turnouts	138.61	2.30	138.61	140.91
Laid with steel rail, main line Laid with iron rail, branches or other roads	114	2.30	114	114 2.30

Average life of rails—iron, 5 years; average life of tles, 6 years; weight of rails per yard—steel, maximum, 66 lbs.; minimum, 56 lbs., iron, 60 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel.

Bridges.	ENTIRE LINE IN NEW YORK STATE,		
	Number.	Aggregate length.	
Iron bridges	28 66	Feet. 2,927 5,430	
Total	94	8,357	

Sixty-one Cook safety switches, two Wharton and twelve Lorenz switches in use on road.

#### Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles Total assessed value of real estate and personal property	114	117.50
of company Length of steel rails laid during year in repairs, miles Railroads crossing road at grade	1 4	\$1,085,642 50 1.1 4
Bailroads crossing over or under grade.  Highway crossings at grade without protection.  Eighway crossing at grade protected by gates or flagmen.	174	4 174 5
Highway crossings over or under grade Overhead obstructions less than twenty feet above track	13 5	18

Passenger cars are heated by steam from locomotives, lighted by oil lamps and ventilated by side ventilators.

Adams' Express Company runs over this line and pays percentage of receipts to this company for transportation.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	5.215	
Grain	18 001	1 3.
Meats and provisions	20.031	3.
Live stock	2,351	
Turmhon	16 071	2.
Fig and bar iron and steel	5,851	1 1.
Iron or other ores	29,488	5.
Coal and coke	363,008	64.
Petroleum and other oils	6	
All other merchandise	86.348	15.
All other agricultural products	17,719	3.
Total	565,889	100

# NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger Employees Others	31	2	1 31 4
Total	34	2	36

#### EMPLOYEES.

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages pald them

437 \$213,350 60

#### Officers of the Company.

Name.	Title.	Official Address.
Thos. C. Platt	Treasurer	Auburn, N. Y.

#### Officers and Directors of the Company.

Name.	Residence.
THOS. C. PLATT	
ELISHA P. WILBUB	Bethlehem, Penn.
JOHN TAYLOB	Bethlehem, Penn.
JOHN N. KNAPP	Auburn, N. Y.
H. L. STORKE	Auburn, N. Y.
E. D. CLAPP	Auburn, N. Y.
DEXTER A. SMITH	Auburn, N. Y.
Jas. G. Knapp	Auburn, N. Y.
WM, STEVENSON	Sayre, Pa.
JEREMIAH P. CADY	Locke, N. Y.
E. R. Robinson	Fair Haven, N. Y.
JOHN W. DWIGHT	Dryden, N. Y.
ROYAL W. CLINTON	Newark Valley, N. Y.

Title of company, The Southern Central Railroad Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address John R. Fanshawe, Secretary, Lehigh Valley Railroad Company, Philadelphia, Penn.

# SOUTHFIELD BRANCH.

(Date of charter, September 18, 1868.)

# Capital Stock.

	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	100	\$10,000	*\$1,00
Number of stockholders			. 2
Cost of	Road.	7	otal cost up to
Grading and masonry, ballast, bridges, su	perstructure (i	ncluding ties	Sept. 30, 1889.
railsLand, land damages, fences			., \$16,240 4
Engineering expenses		<b></b>	. 1,146 10 . 397 6
Total cost of road			
Income Account for Year I	Ending Sente	mher 20. 198	9.
		•	
Gross earnings from operation Less operating expenses (excluding all taxe	s)		. 74 6
Gross income from all sources			. 81 4
Deductions from income, as follows, viz.:		494 6	<b>a</b>
Taxes on earnings and capital stock		4 5	5 - 892:
Deficit for year ending September 30, 1889	)		
General Inco	me Account.		
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. \$37 86 . 3,059 8
Total deficit September 30, 1889			. \$3,097 6
Analysis of Gross Earnings			
Freight, all local	INGS.		. \$76 0
Operating 1			
Maintenance of man and structures			
Repairs of stations, shops, docks, etc			. \$9 24
Maintenance of equipment: Bepairs of locomotives			. 41
Conducting transportation: Fuel for locomotives			. 61 24
Total operating expenses			. \$74 6
General Balance She	t September	30, 1889.	
Cost of mod	FTS.		A4 = = 0.4 4
Cost of road	• • • • • • • • • • • • • • • • • • • •	••••••	. \$17,784 1
Materials and supplies Profit and loss (deficiency)	· · · · · · · · · · · · · · · · · · ·	••••••	. 165 9: . 8,097 6:
			\$21,047 7
	-		

<sup>\*</sup> Ten per cent paid in.

LIABILITIES,	es 000 M
Capital stock	\$1,090 00
Current liabilities, as follows, viz. :  Loans and bills payable	20,847 77
	\$21,047 73
· · · · · · · · · · · · · · · · · · ·	
Traffic and Mileage Statistics.	
ITEM.	· 710
Number of tons of freight carried	710 127
Item.	
Computed on earnings from carrying passengers and freight only.	All iocal. Cents.
Average rate received per mile per ton for carrying freight, all classes	
Description of Road and Equipment.	les owned, all
Track.	n N. Y. State.
Main line from Southfield to Southfield furnace	1
Weight of rails per yard—iron, 56 lbs.; gauge of track, 4 feet $8\%$ inch with gravel.	es ; ballasted
DESCRIPTION OF FREIGHT MOVED.	
ITEM.	Tonnage.
Pig and bar iron and steel	710
Officers of the Company.	
Name. Title. Official Addre	
A. W. Humphreys President and Superintendent 45 William St., Louis C. Clark Treasurer	N. Y. city. N. Y. city. N. Y. city. Y.
Directors of the Company.	
Name. Res	ridence.
No.	tork city. Tork city. Tork city. Tork city. Tork city. Tork city.
Title of company, Southfield Branch Railroad Company. General offices at 45 William street, New York city. Date of close of fiscal year, December 31. Date of stockholders' annual meeting, first Tuesday in April. For information concerning this report, address A. W. Humphreys,	

# SPUYTEN DUYVIL AND PORT MORRIS.

#### LESSOR.

LESSEE - NEW YORK CENTRAL AND HUDSON RIVER.
(Date of charter, April 24, 1867.)

# Capital Stock.

<u> </u>		COM	ION.
		No. of shares.	Par value.
Authorized by law or charter and now or	itstanding	9,890	\$989,000
Number of stockholders			
Cost	of Road.	T	otal cost up to Sept 30, 1889.
Grading, masonry and ballast			\$433,461 31
Bridges Superstructure (including ties) and rails	• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	84,037 31 161,213 41
Land		. <b></b>	228,369 76
Land. Engine and car houses, shops, machiner, Engineering expenses	and tools		8,459 29 73,458 92
Total cost of road		· · · · · · · · · · · · · · · · · · ·	
Income Account for Year	r Ending Sopt	ember 30. 1889.	•
Rental from N. Y. C. and H. R. R. R. Co., le	98800	••••••	\$79,120 00
Payments from net income, as follows, viz. Dividends declared, 8 per cent		•••••	79,120 00
General Balance Sl	heet Septembe	r 30, 18 <b>89.</b>	
Cost of road	SSETS.		
Cost of road	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	\$989,000 00
Lta	BILITIES.		
Capital stockLia	••••••	•••••	989,000 00
	the Company		
Name.	Title.		l Address.
Cornelius Vanderbilt Edwin D. Worcester Charles C. Clarke	Vice-President Secretary Treasurer	New New New	York city. York city. York city.
	f the Company		
Converse Vivonness		New	sidence.
WM. K. VANDERBILT.		New	York city.
FREDERICK W. VANDERBILT	•••••	New	York city,
CHAUNCEY M. DEPEW		New New	York city.
Hobace J. Hayden.		New	York city.
JOHN B. DUTCHER	•••••	Pawl	ng, N. Y.
WW. H. LEONARD	• • • • • • • • • • • • • • • • • • • •	New New	York city.
Samuel F. Barger	••••••	New 1	York city.
Name.  Cornelius Vanderbilt.  WM. K. Vanderbilt.  Frederick W. Vanderbilt.  Chauncey M. Depew.  Chables C. Clarke.  Horace J. Hayden.  John B. Dutcher.  Joeph Harker.  WM. H. Leonard.  Samuel F. Barger.  John E. Burbill.  Francis P. Freeman.  Alfred VanSantvoord.		New New New New	York city. York city. York city.
Title of company, Spuyten Duyyil and F General offices at Grand Central depot, I Date of close of fiscal year, September 3	ort Morris Railr	oad Company.	
Date of close of fiscal year. September 9	0.		
Date of stockholders' annual meeting, s For information concerning this repo N. Y. C. and H. R. R. R. Co., Grand Central	econd Tuesday i rt, address Jol depot New Yor	in July. nn Carstensen, k city.	Comptroller,

# STATEN ISLAND.

LESSOR.

#### LESSEE - STATEN ISLAND RAPID TRANSIT.

(Date of charter, March 20, 1873.)

For history of organization, see Report of 1885.

April, 1878

First mortgage..

# Capital Stock and Funded Debt.

			CAPITAI	STOCK.					
				COMMON.				Cash realised	
•				No. of sha	res.	Par	value.	OU	n amount tstanding.
Authorized by law or charter		60, 14,			1900,000 210,000	1			
			FUNDE	DEBT.					
		years.	INT	erest.					Cash real-
Designation of Lien.	Date.	a, ye	ġ,	When	aut	ount hor- ed.	Amou outstar ing.	ad-	ized on amount outstand-

# Cost of Road and Equipment.

\$300,000

\$300,000

\$270,000

Cost of Road and Equipment.	
Road.	Cotal cost up to Sept. 30, 1889.
Purchase of constructed road by this company	. \$291,190 00
EQUIPMENT.	
Locomotives Passenger cars Mail, baggage and express cars Barges, floats, tugs and ferry boats.	24,915 84 4,100 00
Total cost of equipment	. \$345,696 50
Grand total cost of road and equipment	
Income Account for Year Ending September 30, 188 Rentals received from Staten Island Rapid Transit Railroad Company Less expenses of organization	. \$80,600 00 2
Gross income from all sources	\$77,080 06
Deductions from income, as follows, viz.: Interest on funded debt due and accrued	21,000 00
Net income from all sources.	. \$56,000 98
Payments from net income, as follows, viz.:  Dividends declared, 26% per cent	. 56,000 00
Surplus for year ending September 30, 1889	\$80 06

# General Income Account.

Surplus for year ending September 30, 1889	\$80 130,058	
Total surplus September 30, 1889	\$130,138	40
General Balance Sheet September 30, 1889.		
Assets.		
Cost of road	\$291,190 <b>346,69</b> 6	
Owrent assets, as follows, viz.': Cash on hand. Bills receivable, accrued rentals. Open accounts.	214 24,500 2,087	00
•	\$664,638	
Liabilities		
Capital stock Funded debt	\$210,000 800,000	
Cherrent liabilities, as follows, viz.:  Interest on funded debt due and accrued, October 1, 1889  Dividends unpaid, accrued October 1, 1889	14,000	00
Profit and loss (surplus)	130,138	40
	\$664,638	

# Officers of the Company,

Official Address.

11 mm.	2 1000	Operat Haares.
CHARLES WATROUS	President	314 Broadway, New York city. 140 Pearl street, New York city. r New Brighton, N. Y.
	Directors of the Co	ompany.
Name.		Residence.
A. HORBMANN N. MARSH G. B. RIPLEY J. H. F. MAYO L. DEJONGE L. DEJONGE C. A. CANAVELLO WILLIAM KING C. WATROUS E. P. GOODWIN		New Brighton, N. Y. Stapleton, N. Y. Stapleton, N. Y. Stapleton, N. Y. Clifton, N. Y. Clifton, N. Y. Clifton, N. Y. Richmond, N. Y. Kreischerville, N. Y. Great Kills, N. Y. Perth Amboy, N. J. New York city. New York city.

Title of company, Staten Island Railway Company, General offices at New Brighton, N. Y. Date of close of fiscal year, September 30, Date of stockholders' annual meeting, first Tuesday in April. For information concerning this report, address Edward Curry, Secretary.

Name.

# STATEN ISLAND RAPID TRANSIT.

#### . (Date of charter, April 4, 1880.)

For history of organization, see Report of 1885. During the past year the new ferry buildings foot of Whitehall street, New York city, were nearly finished at s cost thus in of \$180,540.33. New stations were also built at Garretson's and New Dorp, and the trests approach to Arthur Kill bridge was finished, making the line westward ready for through traffic.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

Ex * · · · · · · · · · · · · · · · · · ·				
•	СОМЕН	IOW.	Cash realized	
-	No. of shares.	Par value.	on amount outstanding.	
Authorized by law or charter	5,000	\$500,000		
Issued for actual cash	13 4,987	\$1,300 498,700	\$1,309 498,700	
Total now outstanding	5,000	\$500,000	9500,000	

#### FUNDED DEBT.

		98.TB.		INTEREST.	A	A	Cash
Designation of Lien.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
First mortgage Second mortgage . Income mortgage . Total	Oct. 1, 1883 Jan. 1, 1886 Nov. 21, 1885	30 40 60	p.c. 6 5	April & Oct. Jan. & July	\$1,000,000 2,500,000 4,500,000 \$8,000,000	\$1,000,000 2,500,000 4,500,000 \$8,000,000	\$900,009 2,634,000 \$3,554,000

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Arthur Kill bridge Grading, masonry and ballast Bridges and trestles Side tracks Superstructure (including ties), switching, etc Rails Land Land damages Fences and crossings Passenger and freight stations Engine and car-houses Fuel and water stations Engineering expenses Road built by contract Telegraph line Wharfing and docks Whitehall street slips and buildings	4,681 35 31,325 37 2,994 74 6,401 71 5,763 95 1,965 70 1,228 62 3,949 75 	9435,999 63 296,014 18 146,281 63 1,353 24 42,410 61 60,435 66 368,990 88 116,216 03 8,938 35 117,203 92 7,206 73 11,033 92 5,897,720 16 24 68 56,021 79 180,640 33 4,938 66
Total cost of road.	\$245,333 88	\$7,790,590 \$6

# Cost of Road and Equipment—(Continued).

<del></del>	:			-
EQUIPMENT.		Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept 30, 1889.	t
Locomotives. Passenger cars Mail, baggage and express cars. Freight and other cars Ferry boats Shops, tools, etc.			\$53,260 138,984 1,532 6,157 383,935	24 16 39 26
			4,452	
Total cost of equipment		\$70,120 10	\$588,271	=
Grand total cost of road and equipment		\$315,453 98	\$8,978,862	20
DETAILS OF ADDITIONS OR BETT Trestle work leading to Arthur Kill bridge New ferry slips and buildings at New York Miscellaneous improvements	•••••••	••••••	\$31,825 167,726 46,281	-59
Total			\$245,333	
Gross earnings from operation			\$456,768 277,988 \$178,829	
From ferries, etc	••••••••	363,584 88	107,679	07
Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals  Taxes on property used in operation of road Taxes on earning and capital stock  Taxes other than above	• • • • • • • • • • • • • • • • • • • •	\$185,886 54 80,600 00 7,965 87 6,534 18	\$286,508	85
•			291,286	_
Deficit for year ending September 30, 1869	·····		. \$4,777	69
General Incor				
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • • •	\$4,777 119,144	
Total deficit September 30, 1889	·····	· · · · · · · · · · · · · · · · · · ·	\$128,922	35
DETAILED STATEM	ENT OF RENTA	LS.		
Staten Island Railway, annual rental		•••••	\$80,600	00
Analysis of Gross Earnings	_	ing Expenses	•	
EARN	INGS.			_=
	Passenger.	Freight.	Total.	
Freight, local Passengers, local Mail Express Miscellaneous, as follows, viz.: Excursions Perth Amboy teams 1,193 25	\$421,376 72 1,272 56 6,068 68	\$25,546 63	\$25,546 421,376 1,272 6,058	72 56
1,193 20	2,514 00		2,514	00
Total gross earnings	\$481,221 96	\$25,546 63	\$456,768	59

# Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	\$8,633 07 2,639 60	\$454 87 ; 138 92 ;	\$9,067 4 2,778 5
cattle guards.  Repairs of stations, shops, docks, etc  Repairs of fences	2,435 73 1,967 04	128 19 68 80	2,543 9 1,375 8
Repairs of fences	1,088 47	67 29	1,145
structures	25,166 65	1,324 56	26,491 2
Total	\$41,270 56	\$2,172 13	\$43,442 (
Maintenance of equipment:			
Repairs of locomotives	\$15,616 60 6,238 21	\$821 93   328 32	\$16,438 5 6,566 5
Repairs of machinery and tools	1,417 78	74 62	1,492 4
Other expenses for maintenance of equipment	10,816 31	569 28	11,365 9
Total	\$34,088 90	\$1,794 15	\$35,883 0
Conducting transportation:	\$29,617 45	\$1,558 81	631 154 4
Wages of conductors and men	24,123 06 41,758 72	1.269 63	\$31,176 ± 25,392 7
Tuel for locomotives	41,758 72 2,985 84	2,197 83   157 14	43,956 5 3,142 9
Water supply	3,308 53	174 13	3.482 (
Water supply.  ther train supplies or expenses.  Wages of station agents and clerks and wages for labor at stations.	693 31	36 50 <sub>1</sub>	729 8
wages for labor at stations	45,945.28	2,386 59	47,781 8
itation supplies	2,287 07 8,041 87	120 37 423 26	2,407 4 8,465 1
Other expenses for conducting transportation	16.844 50	886 56	17,731 0
Total	\$175,005 60	\$9,210 82	\$184,216 4
General expenses:	<u>'</u>		
dalaries of general officers and clerks Jeneral office expenses and supplies	\$9,741 93	\$512 74	\$10,254 6
egal expenses	318 86 1,883 88	16 78   99 15	335 6 1,983 6
ļ.	1,732 15 \$13,676 82	91 16	1,823 3 \$14,396 6
Total	\$264,041 88	\$13,896 93	\$277,938 &
	•		: :-
General Balance Shee	l September	30, 1889.	
Ost of road			\$7,790,590 56
lost of equipment	• • • • • • • • • • • • • • • • • • • •	•••••	568,271 64
Other permanent investments, as follows, viz.	•		•
Redemption of bonds		· · · · · · · · · · · · · · · · · · ·	26,000 00 5,000 00
Ourrent assets, as follows, viz.:			
Due by agents		961,963.58 2,915 30	
Our en assets, as jouens, vez : )ash on hand )ue by agents. )pen accounts. daterial and supplies. Sundries	· · · · · · · · · · · · · · · · · · ·	8,910 64 30,671 06	
Sundries	•••••	210,614 50	91E 07E 00
Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •		815,075 06 123,922 35
			\$8,848,859 60
		•	
Japital stock		•	\$500,000 00

STATEN ISLAND	INAPID I KA	NSIT.		901
Cherrent liabilities, as follows, viz.: Interest on funded debt due and accrued Ool Rentals accrued October 1, 1889 Audited vouchers and pay-rolls. Open accounts. Loans and bills payable Sundries			16 1	1,325 00 7,737 00 5,644 99 3,240 84 7,645 53 3,266 27 8,859 63
Mundia and Mala		_		
Traffie and Mile ITEN	_	5.		ll locai.
Number of passengers carried			6 22	,191,847 ,290,649 15,000 120,000
Passenger train mileage				354,538 18,046 8,729
Total train mileage		······································		381,818
ITEM.	Earnings.	Expenses.	Pro	ofit.
Passengerearnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile	\$431,221 96 087 019 1 18 25,546 63 1 82 22 1 41	\$264,041 88 041 012 73 13,896 93 99 12 77		7,180 08 026 007 45 ,649 70 83 10 64
Computed on earnings from carrying pa		reight only.		ll local.
Average rate received per mile for carrying Average rate received per mile per ton for ca	passengers, al rrying freight	classes all classes		1.09 21
Description of Rose	d and Equips	nent.		
. Trace.		les owned, all in New York State.	les leased, all in ew York State.	otal miles, all in New York State.

. TRACE.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line from Arlington to Tottenville, single track	6.9 1.7	12.7	19.6 1.7
Total single track	8.6	12.7	21.8
Second track on main line	6.9 1.7	4.2	11.1 1.7
Total second track	8.6	4.2	12.8
Sidings and turnouts on main line	1.9	0.9	2.8
Total sidings and turnouts	2	0.9	2.9
Grand total of tracks, sidings and turnouts	19.2	17.8	87.0
Laid with steel rail, main lineLaid with steel rail, branches or other roadsLaid with iron rail, main line	6.9	9.4	16.3 1.7 8
	ı	•	,

Average life of ties, 6 years; weight of rails per yard—steel, maximum. 5 lbs.minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with grawl and stone.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Entire length in New York State.	Owned or leased.	Miles of double track.	
South Beach Extension	Clifton	Arrochar	1.7	Owned	1.7	13

Bridges.	ENTIRE LINE IN NEW TOET STATE.		
	Number.	Aggregate length.	
Iron bridges	2 10	Pest. 108 5,880	
Total	12	5,797	

Equipment.	No. owned.	No. leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	9	5	14	14	14
First-class passenger cars	15	13	64	64	#
Box freight cars	4	3 4	7 8	7	7
Total	8	7	15	7	

Eames' vacuum brake and Janney coupler are used on cars; split switches are used on road.

Miscellaneous Statistics.	
Item.	Entire line in N. Y. State
Road constructed and opened for business during the year, miles	\$172,775 00 0.4 25 6
Overhead obstruction less than twenty feet above track	3

Cars are heated by steam, lighted by lamps and ventilated by dome ventilators. The United States Express Company runs over this road, and pays the company \$60 per cent of its revenue, from business over the ferries and railroad. The United States Government pays \$409.90 per quarter, for transportation of mails.

#### DESCRIPTION OF FREIGHT MOVED.

Manufactures			
Number of Accidents.			
	Injured.	Killed.	
Passengers Employees Others	1		4
	·	7	13
Total •	14 .	7	21

#### EMPLOYEES.

Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	505 \$328,047 75
and the second s	4020,011 10

# Officers of the Company.

Name.	Title.	Official Address.
J. F. EMMONS	President	Foot Whitehall St., N. Y. city.
THOS. M. KING	Vice-President	Baltimore, Md.
WM. KENTGEN	Secretary	Foot Whitehall St., N. Y. city. Foot Whitehall St., N. Y. city.
Wm. H. IJams	Treasurer	Baltimore, Md.
EDMUND CURRY	Assistant Treasurer	Foot Whitehall St., N. Y. city.

# Directors of the Company.

Name.	Residence.
J. F. EMMONS	Clifton, S. L. N. Y.
E. Wiman	New Brighton, N. Y.
O. 8. Wood	Rosebank, N. Y.
A. B. BOARDMAN.	New Brighton, N. Y.
JAMES M. DAVIS	Grymes Hill. S. I., N. Y.
C. WATROUS	New York city.
C. F. MAYER	Baltimore, Md.
THOS. M. KING	Baltimore, Md.
OBLAND SMITH	Baltimore, Md.
C. K. LORD	Philadelphia, Pa.
F. S. GANNON	New Brighton, N. Y.
A. C. Rose	New York city.
P. H. MARSHALL	New York city.

# STERLING MOUNTAIN.

(Date of charter, May 18, 1864.)

# Capital Stock and Funded Debt.

# CAPITAL STOCK.

	COM	Cash realized		
	No. of shares.		on amount outstanding.	
Authorized by law or charter, issued for actual cash and now outstanding	1,600	\$80,000	\$80,000	

#### FUNDED DEBT.

Engineering expenses .....

Total cost of road.....

DESIGNATION OF	-	INTEREST.		Amount	Amount	Cash realised
Lien.		ized.	outstand- ing.	on amount outstand- ing.		
Income bonds	May 2, 1881	p.c.	February 1	\$475,674	\$475,674	\$475,674
,	Cost of	Ros	d and Equip	nent.	<b>m</b> - 4 - 2	
			ROAD.			l cost up to t. 30, 1899.
Grading, masonry, battles) and rails	• • • • • • • • • • • • • • • • • • • •	8, fe	ences, superst	ructure (ir	cluding	\$282,933 60 12,554 19
Passenger and freight and tools, fuel and we	stations, eng	ine	and car houses			10,201 25

EQUIPMENT.	\$47,700 00
Locomotives	\$47,700 00 142,256 79
Total cost of equipment	\$189,955 79
Grand total cost of road and equipment	<b>\$500,864 02</b>

5.219 79

\$310,908 23

# Income Account for Year Ending September 30, 1889.

Gross earnings from operation	\$32,653 26 20,707 91
Net earnings from operation	\$11,945 33
Income from other sources, as follows, viz. : Rents	709 70
Gross income from all sources	\$12,655 07
Deductions from income, as follows, viz.:  Interest on funded debt due and accrued	5,358 19
Surplus for year ending September 30, 1889	\$7,296 83

#### General Income Account.

Surplus for year ending September 30, 1889.  Deficit up to September 30, 1888.	\$7,296 53 225,899 08
Total deficit September 30, 1889.	\$218,602 25

#### Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

	Passenger.	Freight.	Total.	
Freight, all local	\$1,154 77	\$81,498 49	\$31,496 49 \$1,154 77	
Total gross earnings	\$1,154 77	\$31,498 49	\$32,653 %	

<sup>•</sup> If earned.

# OPERATING EXPENSES.

Maintenance of way and structures:	
Steel rails laid, 103 tons; cost, \$2,828.38. Repairs of roadbed, track and bridges (including culverts and cattle	
guards)	\$6,446 88 140 59
guards). Repairs of stations, shops, docks, etc	116 62
Total	
Maintenance of equipment:	
Repairs of locomotives	\$198 <b>99</b> 2,775 <b>7</b> 1
Total	
Conducting transportation:	
Wages of conductors and men, and engineers and firemen	\$3,409 94 2,070 41 123 74
•	
Total	\$5,604.09
General expenses: Salaries of general officers and clerks, general office expenses and sup-	
plies, and stationery and printing.	\$5,425 06
Grand total operating expenses	
·	
General Balance Sheet September 30, 1889.	
Assets.	4010 000 00
Cost of equipment.	189,955 79
Cost of road	\$310,908 28 189,955 79 3,115 30 218,602 25
Touvand loss (deficioncy)	
· •	\$722,581 57
LIABILITIES.	**** ****
Capital stock	475,674 00
Funded debt Interest on funded debt due and accrued	599 88
Audited vouchers and pay-rolls.  Loans and bills payable	165,424 54
·	\$722,581 57
Traffic and Mileage Statistics.	
Towns	
Number of passengers carried  Number of passengers carried one mile  Number of tons of freight carried  Number of tons of freight carried one mile	8,288 55,746
Number of tons of freight carried	88,460
Number of tons of freight carried one mile	547,457 18,086
Description of Road and Equipment.	Ma barrenset
Track, i	iles owned, a <b>n</b> n N. Y. State.
Main line from Sterlington to Lakeville, single track	7.6
Grand total of tracks, sidings and turnouts	8.6
Laid with steel rail, main line	7.25 .35
Laid with iron rail, main line	
Weight of rails per yard—steel, maximum, 60 lbs., minimum, 56 lbs. gauge of track, 4 feet $8\%$ inches; ballasted with gravel.	iron, 56 lbs.:
EQUIPMENT.	No. owned.
Locomotives, 6 drivers	2
Freight cars	
Total	145

#### Miscellaneous Statistics.

Length of steel rails laid during year in repairs, miles	1
DESCRIPTION OF FREIGHT MOVED.	
ITEM.	Tonnage.
Pig and bar iron and steel, iron or other ores, coal and coke	88,167 2 <b>93</b>
Makal	

#### NUMBER OF ACCIDENTS.

One person not a passenger or employee was killed.

Mama

#### Officers of the Company.

Name.	Title.	Official Address.
LOUISIC, CLARK	Treasurer	45 William St., New York city. 45 William St., New York city. 45 William St., New York city. Sterlington, N.Y.

# Directors of the Company.

Desidence

14 thines.	TICOMOCIOC.
A. W. Humphreys	New York city.
S. L. M. BARLOW	New York city.
LOUIS C. CLARK	New York city.
S. H. OLIN	New York city.
P. T. BABLOW	New York city.
J. R. Scott	Philadelphia, Pa.

Title of company, Sterling Mountain Railway Company. General offices at 45 William street. New York city. Date of close of fiscal year, December 31. Date of stockholders' annual meeting, first Tuesday in April. For information concerning this report, address A. W. Humphreys, President.

# STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

				T.	COMMON.			sh realised
				No. of sha	res. Par	value.		n amount tatanding.
Authorized by law Issued for actual of	or charter ash and now	outs	tand	ing 2,	000 1	1200,000 124,000		\$124,000
Number of stockholders								
		years.		interest.				Cash
Designation of Lien.	Date.	Term, y	Rate.	When payable.	Amount author- ized.	Amou outstai ing.	nd-	realized on amount outstand- ing.
First mort bonds.	April 1, 1881	30	p.c. 5	Apr. and Oct.	\$210,000	\$210,	900	\$210,000

# STONY CLOVE AND CATSKILL MOUNTAIN.

Cost of Road a	nd Equipme		Matal aget up to
Ro	Total cost up to Sept. 30, 1889.		
Grading and masonry			\$152,785 19
Bridges	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	16,619 01
Land, land damages, fences.  Land, land damages, fences.  Engine and car-houses.  Passenger and freight stations.  Shops, machinery and tools.  Fuel and water stations.  Engineering expenses.		· • • • • • • • • • • • • • • • • • • •	7,804 41
Engine and car-houses			7,804 41 3,760 21
Shops, machinery and tools		• • • • • • • • • • • • • • • • • • • •	3,644 19 1,003 49
Fuel and water stations		·	1,022 62 4,525 42
Total cost of road		• • • • • • • • • • • • • • • • • • • •	\$289,740 84
Locomotives Equip			\$26,730 25
Passenger cars, mail, baggage and express Freight and other cars.	cars		. 20,234 10
Total cost of equipment	• • • • • • • • • • • • • • • • • • • •		. \$55,054 84
Grand total cost of road and equipment	•••••		. \$344,795 68
Income Account for Year I	Ending Sept	ember 30, 189	19.
Gross earnings from operation Less operating expenses (excluding all taxe	os)	•••••	\$50,449 66 \$0,808 78
Gross income from all sources			
Deductions from income, as follows, viz.:			
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on property used in operation of road Taxes on earnings and capital stock Taxes other than above		\$10,500 1,555 361	90 72 · 77
Taxes other than above	• • • • • • • • • • • • • • • • • • • •	76	72 - 12,493 71
Net income from all sources			
Payments from net income, as follows, viz.: Dividends declared, 5 per cent	•••••		6,200 00
Surplus for year ending September 30, 18			. \$1,447 22
General Inco	me Account		
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888		•••••	\$1,447 22 11,520 43
Total surplus September 30,1889	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. \$12,967 65
Analysis of Gross Earning	and Opera	ting Expense	
EARNI	Ings.	•	
	Passenger.	Freight.	Total.
Freight, local Passengers, local	405 001 01	\$13,912 09	\$18,912 09
Mail	\$35,021 01 790 91		85,021 01 790 91
Express	725 65		725 65
Total gross earnings	\$36,537 67	\$18,912 00	\$50,449 66
,		.'	·
OPERATING  Maintenance of way and structures:	lexpenses.		
Repairs of roadbed and track	\$6,010 28	\$2,337 34	\$8,847 62
Repairs of bridges (including culverts and breattle-guards). Repairs of stations, shops, docks, etc	513 55	199 72 107 43	718 27
Repairs of stations, shops, docks, etc	276 24 196 78	107 48	383 67 278 24
Other expenses for maintenance of way and structures	82 63	82 14	114 77
Total	\$7,079 43	\$2,758 14	\$9,832 57
		1	!

# Analysis of Gross Earnings and Operating Expenses—(Continued).

Analysis of Gross Earnings and	perating	Expe	mses — (COI	unuea).
	Passenge	r.	Freight.	Total.
Maintenance of equipment:				
Repairs of locomotives	\$707		\$275 00	\$982 1
Repairs of cars	888	36	706 36	1,594 7
ment	86	10	38 48	119 5
Total	\$1,681	59	\$1,014 84	\$2,696 4
Conducting transportation:				
Wages of conductors and men	\$1,957 1,380	94 61	\$761 42 536 87	\$2,719 \$4 1,917 \$8
Wages of engineers and firemen Fuel for locomotives	3.197	59	1,248 50	4,441 00
Oil and waste	205	03	81 28 85 01	286 70 125 04
Water supply Other train-supplies or expenses Wages of station agents and clerks	39	04	15 18	54 27
Wages of station agents and clerks Wages for labor at stations	962 997	72	374 11 387 91	1,336 81 1,385 40
Station supplies	991	57	38 72	138 29
Station supplies Wages of watchmen, flagmen and switchmen Other expenses for conducting transporta-	420		144 23	564 89
Other expenses for conducting transporta- tion	193	28	75 16	· 268 44
Total	\$9,544	25	\$3,693 39	\$13,237 64
General expenses;		<del></del>		
Salaries of general officers and clerks General office expenses and supplies	178	20	\$982 80 68 15	\$3,510 00 243 38
Stationery and printing.	228	81	88 98	317 79
Outside agencies and advertising	70	92	27 58	98 50
Loss and damage of freight and baggage		20	1 65 9 80	1 65 35 00
Stationery and printing.  Outside agencies and advertising.  Loss and damage of freight and baggage.  Damage to cattle and property.  Mileage of cars of other companies (debit	20	20	* 60	35 00
balance)Other general expenses	112 129		48 83 50 19	156 52 179 25
Total	\$3,269	11	\$1,272 98	\$4,542 09
Grand total operating expenses	\$21,574	38	\$8,734 35	\$30,306 73
General Balance Shee	_	ber 30	, 1889.	
Cost of road	<b></b>			. \$289,740 84
Cost of equipment	• • • • • • • • • • • •	•••••	• • • • • • • • • • • • • • • • • • • •	. 55,054 84
Ourrent assets, as follows, viz.: Cash on hand			\$4,041 8	•
Due by agents			5,981 8	4
Due by agents Open accounts Materials and supplies	• • • • • • • • • • • • • • • • • • • •		12,361 5	2
materials and supplies	• • • • • • • • • • • • • • • • • • • •	•••••	178 8	3 - 22,563 49
				\$367,359 17
Liabii	TTTES.			
Capital stockFunded debt				\$124,000 00 210,000 00
Current liabilities, as follows, viz.: Audited vouchers and pay-rolls Open accounts	•••••		\$20,338 0	4 B
Profit and loss (surplus)				20,391 <sup>7</sup> 52 12,967 <b>3</b> 65
				\$367,359 17
Traffic and Mile	age Stati	stics.		
Ite				All local.
Number of passengers carried	• • • • • • • • • • • • • • • • • • • •	• • • • • • •		. 89,051
number of hassengers carried one mile				. 442,451
Number of tone of freight carried .				19 404
Number of passengers carried				12,496 150,106 38,550

# Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.		Expenses.		Profit.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	<b>\$36,</b> 537	57 9356 0825 9478	\$21,574	38 5524 0487 5596	\$14,968	19 3882 0338 3882
miscellaneous earnings	13,912	09 11182 0927 8609	8,734	35 6989 0582 2266	5,177	74 4143 0344 1843

ITEM.  Computed on earnings from carrying passengers and freight only.  Average rate received per mile for carrying passengers, all classes  Average rate received per mile per ton for carrying freight, all classes	All local. Cents. 7.91 9.27
· Description of Road and Equipment.	
TRACK.	files owned, all in N. Y. State.
Main line from Phœnicia to Hunter, single track	. 14.80
Grand total of tracks, sidings and turnouts	. 14.914
Laid with steel rail, main line	14.914
Average life of ties, 8 years; weight of rails per yard—steel, 42 lbs.; 8 feet; ballasted with gravel.	rauge of track.

Bridges.	ENTIRE LINE IN NEW YORK STATE.			
	Number.	Aggregate length.		
Wooden bridges	3 2	Feet. 387 174		
Total	5	561		

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$13,365 12	56,000	2	
First-class passenger cars	7 2	\$2,290 58 2,100 00	18,000 16,000	7 2	7 2
Total:	9		•••••	9.	9
Box freight cars. Flat freight cars. Transfer car trucks, sets. Service cars	2 7 12 5	\$485 35 421 68 • 285 35 148 75	14,000 10,000 8,000 200		
Total	26				

Westinghouse automatic brake and Miller platform and coupler are used on passenger cars; old hand brake and link and pin coupler on freight cars.
Split switches and spring frogs are used on this road.

#### Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company Highway crossings at grade without protection Highway crossing over or under grade. Overhead obstruction less than twenty feet above track	5 1

Passenger cars are heated by stoves; lighted with oil lamps and ventilated by windows in top of car and drop windows in door.

The American Express Company runs over this road, paying 25 cents per 100 pounds on merchandise; 20 cents per 100 pounds on fresh meat, and 15 cents per 100 pounds on butter, eggs and maple sugar.

This company received from the United States Government for transportation of mails up to July 1, 1889, at rate of \$800.96 per year; after that date at rate of \$760.77 per year.

Vear.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Mour	442	3.55
Grain	992	7.98
Feed and meal	1.146	9.17
Meats and provisions	116	.928
Lumber	1.700	13.60
loal	767	6.13
Petroleum and other oils	137	1.090
Dhair stock	1.696	13.012
All other manufactures	8	.024
itone	1,766	14.139
All other agricultural products.	143	1.144
All other agricultural products	3,658	29.274
Total	12,496	100

#### EMPLOYEES.

A ways as number of newsons amplemed (in abadia a afficials) during was n	
Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	30
Aggregate amount of calculation and wages maid them	\$18,468 71
WKLAKON SINGULU OI BEIRLIGS SIN MOKOS DOIN MON	910,200 II

#### Officers of the Company.

Name.	Title.	Official Address.
Samuel D. Coykendall	President Vice-President and Gen. Supd't Secretary and Treasurer Auditor	Rondout, N. Y. Rondout, N. Y. Rondout, N. Y. Rondout, N. Y.

#### Directors of the Company.

Name.	Kesidence.
SAMUEL D. COYKENDALL	Rondout, N. Y.
GEORGE COYKENDALL	. Rondont, N. Y.
ABEL A. CROSBY	. Rondout. N. Y.
ALVA S. STAPLES	. Rondout. N. Y.
James G. Lindsley	. Rondout, N. Y.
ISAAC M. NORTH	. Rondout, N. Y.
SAMUEL COLES	. Rondout. N. Y.
PETER E. SCHOONMAKER	. Kondout. N. I.
*Horatio S. Lockwood	. Hunter, N. Y.
John Dawson	. New York city.
HENRY C. SWAIN	New York city.
JOEL W. MASON	. New York city.

Title of company, Stony Clove and Catskill Mountain Railroad Company. General offices at Rondout, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Monday in January. For information concerning this report, address S. D. Coykendall, President.

# Suspension Bridge and Erie Junction.

# SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR.

Lessee -- New York, Lake Erie and Western.

(Date of charter, October 16, 1868.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	сом	Cash realized	
•	No. of shares.	Par value.	outstanding.
Authorized by law or charter	10,000 5,000	\$1,000,000 500,000	\$500,000

Number of stockholders.....

17

#### FUNDED DEBT.

	ars.		INTEREST.			Cash	
DESIGNATION OF LIEN.	Date.	Term. ye	Rate.	When payable.  Amount authorized.	or- outstand-	realized on amount outstand- ing.	
Mortgage bonds	July 1, 1870	30	p. c. 7	Jan. 1, July 1	\$1,000,000	\$1,000,000	\$1,000,000

#### Cost of Road.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 80, 1859.
Grading, masonry and ballast	\$4,318 33	\$287,399 48
Bridges Superstructure (including ties) and rails Land	4,000 00	146 75 624,025 78 199,914 16 5.861 82
Fences Passenger and freight stations. Lingine and car houses. Shops, machinery and tools Fuel and water stations	1,401 23	65,787 93
Fuel and water stations Engineering expenses Interest and discount charged to construction Telegraph line		68,042 54 650,000 00 320 86
Total cost of road	\$15,912 08	\$1,901,499 82

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Trestle No. 1	\$4,322 46
Passenger station, Niagara Falls	1.401 23
ьали. Випаю	4,000 00
Siding, Rockford	384 68
Carring switch Konsington	197 85

Track, William street, Buffalo Siding, La Salle			242 % 4,656 3
			\$15,912 #8
General B	alance Sheet Se	ptember 30, 1859.	
Cost of road	Assets	··	\$1,901,499 32 86 42
			\$1,901,585 74
	Liabiliti	IES.	
Capital stock			\$500,000 00 1,000,000 00
Advances: Erie Railway Con Western Railroad Company	1pany, \$261,736.54;	New York, Lake Erie	and 401,585 74
			\$1,901,585 74
	Officers of the	Company.	
Name.	Title.	Official	Address.
John King	President Secretary Treasurer General Superin	21 Cortland 21 Cortland 21 Cortland 21 Cortland tendent Jersey City,	8t., N. Y. city. 8t., N. Y. city. 8t., N. Y. city. N. J.
	Directors of the	Company.	
Name.		_ ,	Residence.
JOHN KING JOHN G. MCCULLOUGH OGDEN MILLS GEORGE W. QUINTARD HENRY H. COOK WM. WHITEWRIGHT WM. A. WHEELOOK WM. LIBBEY SAMUEL M. FELTON, Jr. AUG. R. MACDONOUGH ANDREW DONALDSON J. S. HAMMOND H. G. TATLOR		A A A A A A A A A A A A A A A A A A A	iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iew York city. iuffalo, N. Y.
Title of company, The Susp General offices at 11 Cortlar Date of close of fiscal year, Date of stockholders' annu For information concernin Box 839, New York city.	ndt street, New Yo September 30. al meeting, last T	rk city. 'uesday in November.	-

# SYRACUSE AND BALDWINSVILLE.

(Date of charter, June 2, 1886.)

For history of organization, see Report of 1888.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	ООМП	MON.
	No. of shares.	Par value.
Authorized by law or charter	600 555	960,000 55,500

#### FUNDED DEBT.

-	Data	SI INTEREST.		Amount	Amount	
DESIGNATION OF LIEN.	Date.	Term,	Bate.	When payable.	author- ized.	outstand- ing.
First mortgage	July 1, 1886	50	p.c,	Jan. & July	\$160,000	\$160;000

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 80, 1889.
Superstructure (including ties)	\$500 00	*\$215,202 30
Total cost of road	\$500 00	\$215,702 80
Locomotives	\$7,600 00	\$7,600 00
Grand total cost of road and equipment	\$8,100 00	\$223,302 30
Income Account for Year Ending Septe Gross earnings from operation	••••••	\$15,980 92 11,491 08
Gross income from all sources  Deductions from income, as follows, viz.:  Interest on funded debt due and accrued  Taxes on property used in operation of road.  Taxes on earnings and capital stock	\$9,600 00	1
Deficit for year ending September 30, 1889		\$5,999 14

# Analysis of Gross Earnings and Operating Expenses.

EARN	INGS.			
	Passenger.	Freight.	Total.	
Freight, all local. Passengers, all local. Express	\$1,180 51 568 79	\$14,191 62	\$14,191 1,180 558	51
Total gross earnings	\$1,739 30	\$14,191 62	\$15,980	92
OPERATING	Expenses.		•	_
Maintenance of way and structures: Repairs of track Repairs of stations, shops, docks, etc Other expenses for maintenance of way and	\$176 08 8 08	\$1,936 90 83 92	\$2,112 87	
structures	5 78	63 59	69	87

<sup>\*</sup>These figures are based on figures given to the railroad company by the construction company.

\$184 94

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# REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:		· · · · · · · · · · · · · · · · · · ·	
Sepairs of locomotives	\$85 40	\$939 37	\$1,634
Repairs of locomotives	8 83	91 67	100 (
	2 38	26 28	
. Total	\$96 11	\$1,057 27	\$1,158 \$
Conducting transportation :			
Vages of conductors and men	\$49 <b>69</b> 142 25	\$546 64 1.564 76	\$596 : 1,707 (
uel for locomotives	111 08	1,221 90	1,333
oil and waste	12 07	132 77	144
Vages of station agents and cierks	68 33 49 10	751 67 540 13	820 ( 589 :
Vages for labor at stationstation supplies. Vages of watchmen,flagmen and switchmen	9 60	106 66	115
Vages of watchmen, flagmen and switchmen	35 56	391 24	436 1
other expenses for conducting transporta-	17 24	189 68	206 1
Total	\$494 92	25.444 45	95.999 3
General expenses:	\$100 00	\$1,100 00	es ess e
lalaries of general officers and clerks Jeneral office expenses and supplies	\$100 00 31 09	842 04	\$1,200 6 373 1
stationery and printing	9 39	103 26	112 6
eral expenses	31 25	343 75	375 0
balance)		9 45	9 4
		99 69	106 7
Total	\$180 79	\$1,998 19	\$2,178 %
Grand total operating expenses	<b>\$9</b> 58 76	\$10,534 32	\$11,491 98
General Balance Shee	t September	30, 1889.	
General Balance Shee Assi	ets.	•	\$215,502 30
Ass	ets.	•	\$216,502.30 7,600 00 500 00
Cost of road	Frs.	•••••••••••••••••••••••••••••••••••••••	7,600 00 500 00
Cost of road	Frs.	•••••••••••••••••••••••••••••••••••••••	7,600 00 500 00
Cost of road	rrs.		7,600 00 500 60 944 14 1,328 74
Cost of road	rrs.		7,600 00 500 00
Cost of road	rrs.		7,600 00 500 00 944 14 1,228 74 500 00
Cost of road	FTS.		7,600 G0 500 60 964 14 1,228 74 500 G0 5,999 14
Cost of road	ets.	· · · · · · · · · · · · · · · · · · ·	7,600 00 500 00 944 14 1,328 74 500 00 5,999 14 \$232,094 32
Cost of road	ets.	· · · · · · · · · · · · · · · · · · ·	7,600 00 500 00 944 14 1,328 74 500 00 5,999 14 \$232,094 32
Cost of road	ets.	· · · · · · · · · · · · · · · · · · ·	7,600 00 500 60 944 14 1,236 74 509 00 5,999 14 \$232,094 52 \$60,000 00 160,000 00 9,800 00
Cost of road	ets.	· · · · · · · · · · · · · · · · · · ·	7,600 00 500 00 944 14 1,328 74 500 00 5,999 14 \$232,094 32 \$60,000 00 160,000 06 9,600 00 835 00
Cost of road	ets.	· · · · · · · · · · · · · · · · · · ·	7,600 00 500 00 944 14 1,236 74 500 00 5,999 14 2232,094 32 960,000 00 160,000 05 9,600 00 835 00 1,669 33
Cost of road. Cost of equipment. Sidings  Current assets, as follows, viz.: Cash on hand Due by agents Materials and supplies Profit and loss (deficiency)  LIABIL Capital stock Funded debt. Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable	ets.		7,600 00 500 00 944 14 1,226 74 500 00 5,999 14 \$232,094 32 \$60,000 00 160,000 0 9,600 00
Cost of road	rrs.		7,600 00 500 00 944 14 1,336 74 509 00 5,999 14 \$232,094 32 \$60,000 06 19,600 00 325 00 1,668 33
Cost of road	rrs.		7,600 00 500 00 944 14 1,326 74 500 00 5,999 14 \$232,094 32 \$60,000 00 160,000 0 9,600 00 325 00 1,669 33 \$232,094 33
Cost of road	rrs.		7,600 00 500 00 944 14 1,326 74 509 00 5,999 14 \$232,094 32 \$60,000 00 1,669 33 \$232,094 33 \$232,094 33
Cost of road	rrs.		7,600 00 500 60 944 14 1,216 74 500 00 5,999 14 \$232,094 32 \$60,000 00 1,669 33 \$232,094 33 All local. 9,500 55,100 36,766
Cost of road	rrs.		7,600 00 500 00 944 14 1,236 74 500 00 5,999 14 2232,094 32 960,000 00 160,000 05 9,600 00 835 00 1,669 33
Cost of road	engo Statistic		7,600 00 500 60 944 14 1,226 74 500 00 5,999 14 \$232,094 32 \$60,000 00 1,669 32 \$232,094 32 \$232,094 32 All local. 9,600 55,104

# SYRACUSE AND BALDWINSVILLE.

# Traffic and Mileage Statistics - (Continued).

ITEM. E	Carnings.	Exp	enses.	Pr	ofit.
ssenger earnings and expenses (including nail, express and miscellaneous earnings).  erage per passenger carriederage per passenger per mile	\$1,739 30 18 033 72		\$956 76 10 018 40		\$782 54 06 01 32
eight earnings and expenses (including miscellaneous earnings)	14,191 62 38 064 5 68	10	0,584 32 28 04 4 38		3,657 36 10 01 1 30
ITEM.  Computed on earnings from carrying passes	ngers and f	raight	only		Il loca Cents.
verage rate received per mile for carrying passes verage rate received per mile per ton for carry	ssengers, al	l class	308		2.5 6.4
Description of Road a  TRACK.  [ain line from Baldwinsville to Amboy, single	track	• • • • • • •	8	Miles o	wned, Z. Stat
idings and turnouts on main line			•	·	
CHARGE COMME OF MEMORE, BIGINESS AND CALIFORNIE	•••••	•••••	•••••		
aid with steel rails, main lineaid with steel rails, branches or other roads					
aid with steel rails, main line		4 feet	8% inc	hes; be	llaste
aid with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaus		4 feet	8% inc	in new	llaste
aid with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaugeth sand and gravel.		4 feet	RE LINE	in new	YORK regate gth.
aid with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaugeth sand and gravel.  BRIDGES.		4 feet	t 8% inc	Aggr	YORK regate gth.
aid with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaugeth sand and gravel.  BRIDGES.		4 feet	RE LINE	in new	YORK YORK Pegate gth.
with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaugeth sand and gravel.  Bridges.		Nu:	mber.	Aggr	No. equipped of the party of th
Aid with steel rails, branches or other roads  Weight of rails per yard — steel, 56 lbs.; gaugeth sand and gravel.  Bridges.  Iron bridges	ge of track.	Nu:	18% Inc.  188 LINE ST.  190 20 20 20 20 20 20 20 20 20 20 20 20 20	Aggrander of the second of the	No. equipped of the party part
REQUIPMENT.  Locomotive, 4 drivers	and ordina	Nu:	18% Inc.  188 LINE ST.  190 20 20 20 20 20 20 20 20 20 20 20 20 20	Aggrander of the second of the	Feed to the total post of the

Passenger cars are heated by stoves and steam, lighted with oil and ventilated in roof. The National Express Company runs over this road.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per ces.
Flour	11,483	t
GrainMeats and provisions	13,853 26	
Live stock	1.746	
Pig and bar iron and steel	362	
Coal and coke	2,584 3	
Shipments of manufactured goods received by railroad com- panies within this State, from manufactories within this State.	568	[ .
All other manufactures All other merchandise	655 758	}
All other agricultural products	3,973	į :
		<b> </b>
Total	36,766	•

#### EMPLOYEES.

Average number of persons employed (including officials) during year....Aggregate amount of salaries and wages paid them during year......

25,230

### Officers of the Company.

Name.	Title.	Official Address.
FRANK C. HOLLINS JOHN T. SKINNER	President	Baldwinsville, N. Y. Baldwinsville, N. Y. Raldwinsville, N. Y.
F. S. BENTLEY	Receiver and General Manager.	Baldwinsville, N. Y.

#### \*Directors of the Company.

Title of company. Syracuse and Baldwinsville Railroad Company. General offices at Baldwinsville, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, January 4. For information concerning this report, address general office.

# SYRACUSE, BINGHAMTON AND NEW YORK.

(Date of charter, April 80, 1885.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

a region of the control of the contr	COM	ton.
	No. of shares.	Par value
Authorized by law or charter and now outstanding	25,000	\$2,500,000
Number of stockholders		a

<sup>\*</sup>Not reported.

# FUNDED DEBT.

			r U	NDED DEST.				
Designation of Lien.	Date.	Term, years.	Rate.	When payable.	au	nount ithor- zed.	Amoun outstan ing.	
irst con. mortg'e.	Oct. 2, 1876	80	p.c. 7	Sept. & Oct.	\$2,	500,000	\$1,966,0	91,670,000
	Cost	of R	.02	dand Equip	men	ıt.		
	Road	•				during ending	ons or ments g year g Bept.	Total cost of road and equipment up to Sept. 80, 1889.
rading, masonry bridges	diding ties) i fencesght stations and tools	and i	ail	8		4	3,481 20 ,807 62 ,202 18 ,983 74 508 50	\$646,319 65 95,884 22 393,250 06 77,803 79 45,034 68 139,700 76 15,351 21 2,801,227 12
Total cost of ro	ad	•••••	••••	••••••		\$7	,578 88	\$4,214,571 49
Locomotives Passenger, mail, b Freight and other o	Equipmi aggage and sars.	ent. Oxpre	88	cars			\$524 29	\$77,275 67 35,716 70 315,494 22
Total cost of eq Grand total cost of	-						3524 29 .054 59	\$428.486 59 \$4,643,058 08
				BETTERMENTS				
New iron bridges a New switches and Cortland, Homer, Extension of passe New transfer shed New passenger dep New shop machine New freight cars	t Messenger extensions Little York nger depot a Binghamton oot, at Blodge ry	ville a at E and I t Bin n ott Mi	ind Slog Slog Sha Ils	Killawog ghamton, Port dgett Mills amton	Dic	kinsor	, Lisle	\$3,481 20 4,807 62 209 69 1,050 25 723 80 508 50 6,125 71
Less reduction of c	cost of land.		•••				<b>\$8,202</b> 1	\$16,906 77
Total						•••••		\$7,064 59
Inco	me Account	for :	F ea	er Ending So	pte	mber	<b>30</b> , 1889	).
Gross earnings from Less operating exp	m operation.	ding	ali i	taxes)		•••••	•••••	\$863,660 27 465,806 83
Net earnings fr								
Income from other Interest	sources, as j	ollow	8, T	rie. :	• • • • ·		•••••	5,365 26
Gross income fr					••••	•••••	•••••	\$403,218 7

Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on earnings and capital stock	••••••••••	\$137,620 00 43,564 87	14,02
Net income from all sources			\$231,645
Payments from net income, as follows, viz.: Dividends declared, 8 per cent			201,88 (
Surplus for year ending September 30, 1	889	·····	\$22.AL S
General Inco			
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	••••••	·····	\$21,5% \$ 316.14 {
Total surplus September 30, 1889	••••		\$338,199 1
Analysis of Gross Earning EARN	_	ing Expenses.	
	Passenger.	Freight.	Total.
Freight, through			
Passengers, through		\$231,320 84	# 6EC, 1202
Mail	\$191,352 74 10,316 10		191,32 2 10,316 3
Express Miscellaneous, as follows, viz.: Use of tracks.	87,826 50		37,836 R
Use of tracks	6,881 50	390,837 36 36 00	387,225 d 36 d
Rents	•••••	38 00	-
SWINKE	1,782 81	3,856 92	5,000 7
Total gross earnings	\$247,609 65	\$616,050 62	\$863,660 \$
Operating	Expenses.		
Maintenance of way and structures: Repairs of track New steel rails laid, 190 tons; cost, \$27.50 per	\$6,199 76	\$23,322 89	\$29,525 5
Will	1.100 03	4,140 07 53,844 83	5,940 # 67,834 §
Repairs of roadbed	5,880 61	20,241 82	25,611
cattle-guards)	8,060 39 1,877 18	17,940 86 4,178 93	96,000 S 6,005 A
Repairs of fences Other expenses for maintenance of way and structures	98 81	219 98	218 %
Total	\$86,897 42	\$193,387 63	\$160,255 55
Maintenance of equipment:		·	\$14,5¢1 @
Repairs of locomotives	\$4,744 56 15,387 16	\$9,597 01 88,569 86	53,966 St 5,913 Tr
Other expenses for maintenance of equip-	1,838 25	4,080 47	6,290 \$
ment	1,959 46	4,861 39	880,532 K
Total	\$28,924 48	\$56,608 58	\$60,833
Conducting transportation: Wages of conductors and men	\$11,650 99	\$12,211 64	\$25,861 (1
Wages of engineers and firemen	9,744 95 19,749 71	18,368 03 46,988 96	28,111 S 66,737 S
Oil and waste	965 32	2,309 92	3,310 2
Water supply Other train supplies or expenses	1,075 10 2,213 86	2,892 95 4,542 58	
wages of station agents and cierks	5,220 47	11,619 77	16,80 ×
Wages for labor at stations Station supplies	658 58	20,154 45 1,465 87	1.134 =
Station supplies	5,305 62	11,809 29	17,114 %
Other expenses for conducting transporta-	96 06	218 82	300 88
Total	\$56,680 16	\$132,076 58	\$188,756 14
,		·····	

# Analysis of Gross Earnings and Operating Expenses—(Continued).

	<del></del>		
	Passenger.	Freight.	Total.
General expenses:	· — —		
laries of general officers and clerks	\$4,061.00	\$9,039 00	\$13,100 0
ationery and printingutside agencies and advertising	. 148 84	820 16	464 0
utside agencies and advertising	687 78	1,530 85	2,218 6
egal expensesamage to cattle and property	2,559 10 208 40	5,696 08 463 86	8,255 19 672 20
elegraph maintenance and operation	2,581 00	5,744 80	8,825 8
ther general expenses	990 88	2,205 88	8,196 2
Total	\$11,231 95	\$25,000 13	\$36,232 0
rand total operating expenses		\$337,072 87	\$465,806 8
	eet September SETS.	· 30, 1889.	
ost of roadost of equipment	· • • • • • • • • • • • • • • • • • • •	••••••	\$4,214,571 49 428,486 59
Current assets, as follows, viz.:	••••••••		220,200 0
ash on hand	. <b></b>	\$59,577 84	
ash on hand.		209,450 29	
laterials and supplies	• • • • • • • • • • • • • • • • • • •	209,450 29 38,253 61	
•			807,281,74
			\$4,950,839 83
		-	<b>41,300,303</b> 02
LIABT	Liti <b>r</b> s.		
apital stock	• • • • • • • • • • • • • • • • • • • •	•••••	\$2,500,000 00
	· • • • • • • • • • • • • • • • • • • •		1,966,000 0
Current linhilities as follows mis .			
Caron internities, as joint as, the.			
Current liabilities, as follows, viz.: nterest on funded debt due and accrued		\$71,190 00	
Nwidends unneid		44 00	
Nwidends unneid		44 00	
Olvidends unpaid	······································	44 00	146,159 00
Nwidends unneid	······································	44 00	146,159 00 338,180 8
Olvidends unpaid		44 00 47,315 34 27,609 66	146,159 00 338,180 8: \$4,950,339 8:
Olvidends unpaid Ludited vouchers and pay rolls  Profit and loss (surplus)		44 00 47,315 34 27,609 66	338,180 8
Olvidends unpaid Audited vouchers and pay rolls Profit and loss (surplus)  Traffic and Mil	Through.		338,180 8: \$4,950,339 8: Total.
Olvidends unpaid Audited vouchers and pay rolls Profit and loss (surplus)  Traffic and Mil	Through.		338,180 8: \$4,950,339 8: Total.
Olvidends unpaid Audited vouchers and pay rolls Profit and loss (surplus)  Traffic and Mil	Through.		338,180 8: \$4,950,339 8: Total.
Olvidends unpaid Audited vouchers and pay rolls Profit and loss (surplus)  Traffic and Mil	Through.	Local.  284,901 6,722,680 155,741	388,180 8: \$4,950,339 8: Total. 288,326 8,007.02: 285,06
Olvidends unpaid Ludited vouchers and pay rolls  Profit and loss (surplus)  Traffic and Mil	Through.		338,180 8: \$4,950,339 8: Total.
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried one mile.  Number of tons of freight carried one mile.  Passenger train mileage	Through.  18,425 1,284,343 129,319 9,115,895	Local.  284,901 6,722,680 155,741	388,180 8: \$4,950,339 8: Total. 283,324 8,007.02; 285,064 15,451,624
Passenger train mileage  Projet train mileage  Proget train mileage  Projet roughly train mileage	Through.  18,425 1,284,343 129,319 9,115,895	Local.  284,901 6,722,680 155,741	388,180 8: \$4,950,339 8: Total. 288,382 8,007,02: 285,06 15,451,536
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried one mile.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.	Through.  18,425 1,284,343 129,319 9,115,895	Local.  284,901 6,722,680 155,741	388,180 8: \$4,950,339 8: Total. 283,324 8,007.02; 285,064 15,451,624
Passenger train mileage  Proided Sunpaid Ludited vouchers and pay rolls	Through.  18,425 1,284,319 9,115,895	Local.  264,901 6,722,690 155,741 6,335,730	338,180 8  \$4,950,339 8  Total.  283,32 8,007.02 285,06 15,451,62  234,98 192,49 378,15
Passenger train mileage  Paudited sunpaid Audited vouchers and pay rolls.  Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried Number of tons of freight carried one mile.  Passenger train mileage.  Freight train mileage.  All other train mileage.	Through.  18,425 1,284,319 9,115,895	Local.  264,901 6,722,690 155,741 6,335,730	388,180 8:  \$4,950,389 8:  Total.  283,324 8,007,022 285,086 15,451,624 234,98: 192,49: 378,18:
Passenger train mileage  Paudited sunpaid Audited vouchers and pay rolls.  Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried Number of tons of freight carried one mile.  Passenger train mileage.  Freight train mileage.  All other train mileage.	Through.  18,425 1,284,319 9,115,895	Local.  264,901 6,722,690 155,741 6,335,730	338,180 8:  \$4,950,339 8:  Total.  283,32: 8,007.02: 285,06: 15,451,62:  234,98: 192,49: 378,18:
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.	Local.  264,901 6,722,680 155,741 6,335,730  Expenses.	388,180 8  \$4,960,389 8  Total.  288,382 8,007.02 286,06 15,451,62  234,98 192,49 578,18  906,62
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried one mile. Number of passengers carried one mile. Number of tons of freight carried one mile. Number of tons of freight carried one mile. Treight train mileage.  All other train mileage.  Total train mileage.  ITEM.  Passenger earnings and expenses (including mail, express and miscellaneous earnings	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.	Local.  264,901 6,722,690 155,741 6,835,730  Expenses.	338,180 8:  \$4,950,339 8:  Total.  288,392 8,007.092 285,094 15,451,694 234,98: 192,49: 378,15: 805,694
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.	Local.  Local.  264,901 6,722,680 155,741 6,335,730  Expenses.	388,180 8  \$4,960,389 8  Total.  283,82 8,007.02 285,08 15,451,62  234,98 192,49 378,15  805,62  Profit.
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.	Local.  284,901 6,722,690 155,741 6,335,730  Expenses.	388,180 8:  \$4,950,339 8:  Total.  283,82; 81007,02; 285,06; 15,451,62;  234,98; 192,49; 378,18; 805,62;  Profit.  \$118,875 69 42 014;
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.	Local.  Local.  264,901 6,722,680 155,741 6,335,730  Expenses.	388,180 8:  \$4,950,389 8:  Total.  283,382 8,007.02: 285,081 15,451,62: 234,98: 192,49: 378,18: 805,62:  Profit.  \$118,875 69 42
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried one mile.  Number of passengers carried one mile.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.  Total train mileage.  Total train mileage.  Total train mileage.  ITEM.  Passenger earnings and expenses (including mail, express and miscellaneous earnings average per passenger carried.  Average per passenger rein per mile.  Ereight earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings)	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.  \$247,609 65 87 0309 1 06	Local.  264,901 6,722,690 155,741 6,335,730  Expenses.  \$128,783 96 45 0161 56	388,180 8:  \$4,950,389 8:  Total.  288,382 8,007,022 285,061 15,451,624 234,98: 192,49: 578,18: 805,62*  Profit.  \$118,875 69 42 014:50
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried one mile.  Number of passengers carried one mile.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.  Total train mileage.  Total train mileage.  Total train mileage.  ITEM.  Passenger earnings and expenses (including mail, express and miscellaneous earnings average per passenger carried.  Average per passenger rein per mile.  Ereight earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings and expenses (including miscellaneous earnings)	Through.  18,425 1,284,343 129,319 9,115,895  Earnings.  \$247,609 65 87 0309 1 06	Local.  264,901 6,722,690 155,741 6,335,730  Expenses.  \$128,733 96 45 0161 55 337,072 87 1 18	338,180 8: \$4,950,339 8:  Total.  283,324 8,007,022 285,066 15,451,626 234,98: 192,492 378,18: 805,627  Profit.  \$118,875 69 42 0140 50 278,977 75 98
Profit and loss (surplus)  Traffic and Mil  ITEM.  Number of passengers carried	Earnings.  \$247,609 65 87 0309 1 06 616,050 62 2 16 0398	Local.  264,901 6,722,690 155,741 6,835,730  Expenses.  \$128,733 96 45 0161 55	388,180 8:  \$4,950,389 8:  Total.  288,384 8,007.02: 285,064 15,451,636  234,98: 192,49: 378,18: 805,627

#### Description of Road and Equipment.

, Track,	Miles owned all in N. Y. Stata
Main line from Binghamton to Geddes, single track	31.39
Sidings and turnouts on main line	¥.6
Grand total of tracks, sidings and turnouts	14.5
Laid with steel rail, main line	112.59

Average life of rails—steel, 12 years, iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 67 lbs.: minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravei,

·	ENTIRE LINE IN NEW YORK STATE.			
Bridges.	Numbe	r.	Aggregate length.	
Iron bridges	•	54 6	Fect 2,133	
Total		60	2,553	

No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with pathat coupler.
1 8 11	\$7,000 8,800 9,000	154,000 148,000 155,000	15 15 15	<u>2</u>	
20	•••••			9	
9 3	\$4,800 1,800	54,000 46,000	15 15	9	3
12				12	נו
491 7 86 4 5 75	\$450 400 400 400 550 175	24,000 24,000 18,000 16,000 24,000	10 10 10 10 10 10		1 17 
	1 8 11 20 9 3 12 491 7 86 4 4 5 75	1 \$7,000 8 8,800 11 9,000 20 9 \$4,800 3 1,800 12 491 \$450 7 400 86 400 4 5 550 75 175	1 \$7,000 154,000 18,000 11 9,000 155,000 20	1   \$7,000   154,000   15   15   15   15   10   15   15	1

Westinghouse automatic air brake and Miller coupler are used on passenger care, hand-brake and link coupler are used on freight cars, also Smillie's patent coupler. Wharton and split switches are in use on entire line.

#### Miscellaneous Statistics.

	Entire line in
ITEM.	N. Y. State.
Telegraph owned and operated by company, miles	81
Length of steel rails laid during year in repairs, miles	1,80
Railroads crossing road at grade	
Highway crossings at grade without protection	90
Highway crossings at grade protected by gates or flagmen	19
Highway crossings over or under grade	10
Overhead obstructions less than twenty feet above track	,

Passenger cars are heated with steam heat under Gold system, lighted by oil lamps and ventilated by transom ventilators.

United States Express runs over this road, paying about \$3,000 per month. The Produce Despatch also runs over road, paying about \$250 per month.

Pullman's sleeping and parlor cars, owned jointly by Pullman's Palace Car Company and Delaware, Lackawanna and Western Railroad Company, run over road under agreement with latter company.

The Lackawanna line und Great Eastern line run over road under agreement with the Delaware, Lackawanna and Western Railroad Company.

Compensation from United States Government for transportation of mails from July 1, 1889, \$11,600 per annum, per allotment.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	15.098	5.29
Grain	21,928	7.69
Meats and provisions	7.090	2.49
Live stock	8,732	1.30
Lumber Pig and bar iron and steel	41,152	14.49
Pig and bar iron and steel	16,984	5.90
Iron or other ores	4,112	1.44
Coal and coke (soft coal)	8,482	i 2.9
Petroleum and other oils	1,457	.5
Shipments of manufactured goods received by railroad com-		l
panies within this State from manufactories within this State.	40,780	14.3
Aft other manufactures	3,915	1.3
All other merchandise	22,889	8.0
All other agricultural products	37,850	13.2
All other articles not included above	59,641	20.9
Total	285.060	100

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages paid them during year.....

785 \$971,797 17

#### Officers of the Company.

Name.	Title.	Official Address.
FRED F. CHAMBERS	Secretary	26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. 36 Exchange, N. Y. Syracuse, N. Y.

#### Directors of the Company.

Name.	Residence.
Samuel Sloan	New York city.
PERCY R. PYNE	New York city.
GEORGE BLISS	. New York city.
URIEL A. MURDOCK	. New York city.
Erastus F. Holden	Syracuse, N. Y.
FREDERICK H. GIBBENS	. New York city.
FRED. F. CHAMBERS	Somerville, N. J.
Benjamin G. Clarke	Jersey City, N. J.
M. TAYLOB PYNE.	. New York city.
EDGAR S. AUCHINGTORS	New York city.
ABTHUR D. CHAMBERS	East Orange, N. J.
Edwin R. Holden	New York city.
WILLIAM S. SLOAN	New York city.

Title of company, The Syracuse, Binghamton and New York Railroad Company. General offices at Syracuse, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Wednesday in December.
For information concerning this report, address Fred. F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

# SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE — FALL BROOK COAL COMPANY.
(Date of charter, October 1, 1885.)

For history of organization, see Report of 1886.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

eservana and an anti-transfer an anti-transfer and an anti-transfer an anti-transfer and an anti-transfer and an anti-transfer and anti

	•		COMMON.				ash realize	
			No	of shares.	Par	value.		on amount utstanding.
Authorized by law or che	arter			13,250	\$1	,325,000		
Issued for actual cash Issued on account of co				278 12,972	1	\$27,800 ,297,200		<b>\$2</b> 7,80
Total now outstandin	og			13,250		,825,000		\$27,800
Number of stockholders								S
	Fu	NDE	Dı	tbt.				
Determine on Lymp	years.			INTEREST	,			Amount
DESIGNATION OF LIEN.	Date.	Date.	Rate.	When pay	able.	ized.		outstand- ing.
First mortgage tSecond mortgage	Nov. 15, 1875 Mar. 1, 1879	80	p.c. 7 5	May 15 & N	ov. 15 ept. 1	\$1,000,000 600,000		\$841,900 600,000
Total		ļ			•••••	\$1,600,0	000	\$1,441,900
Grading, masonry and b. Bridges. Superstructure (includir Land and land damages Fences. Passenger and freight at Engineering expenses. T-legraph line Cost of constructing Per	allastg ties) and rai	ls					Вер	1 cost up to t. 30, 1889. \$964,350 44 406,637 01 1,020,999 72 295,246 06 43,536 70 62,476 29 106,337 17 3,310 50 125,000 90
Total cost of road	••••••	••••		•••••	• • • • • • • • • • • • • • • • • • • •		•	3,019,963 99
Income Ac	count for Ye	ar l	End	ing Septer	aber :	30. 1889		
Rent from Fall Brook Co Interest on deposits	al Company, le	8800				,		\$216,401 51 1,816 14

<sup>\*</sup>The first mortgage bonds, the original actual issue of which amounted to \$1,000,000, have an accumulating sinking fund of one per cent per annum, under the application of which \$19,700 was taken up during the past year. The whole amount that has been taken up is \$158,100, leaving \$841,900 now outstanding.

†Issued to contractors to pay for construction.

Gross income from all sources .....

Deductions from income, as follows, viz.: Interest on funded debt due and accrued Taxes on capital stock	\$89,105 37 4,968 75 2,594 81	\$96,668 93
Net income from all sources	- 	\$121,548 72
Payments from net income, as follows, viz.: Dividends declared, 6 per cent	•••••	79,500 00
Surplus for year ending September 30, 1	889	\$42,048 72
General Inc	ome Account.	
Surplus for year ending September 30, 1889. Surplus up to September 30, 1883		
*Special distribution of 3 per cent		\$390,547 78 39,750 00
Total surplus September 30, 1889		
General Balance She	eet September 30, 1889.	
	sets.	
Cost of road	••••••••••	\$3,019,958 99 116,928 52
	<u>_</u>	\$3,136,882 51
Capital stock Liam Funded debt Interest on funded debt due and accrued Profit and loss (surplus)	••••••••	\$1,825,000 00 1,441,900 00 19,184 78 850,797 73 \$3,136,882 51
Officers of the	he Company.	
Name. Title.  GEORGE J. MAGEE President JOHN LANG Vice-Presi LOUIS P. MILLER Secretary. EDWIN D. WORCESTER Treasurer	Corning, N. Y.	t, N. Y. city.
Directors of	the Company.	
Name	D	sidence.
GEORGE J. MAGRE JOHN LANG. DANIEL BEACH ABRAM S. STOTHOFF. AUSTIN LATHROP EDWIN D. WORGESTER. CHAUNCEY M. DEPEW. CHARLES C. CLARKE SAMUEL F. BARGER DWIGHT W. PARDER EDWARD V. W ROSSITER JAMES TILLINGHAST. (One vacancy.)	Watk Watk Watk Corn New New New Ser New New New Broo Flus Buff	ins, N. Y. ins, N. Y. ins, N. Y. ins, N. Y. ins, N. Y. ins, N. Y. york city. York city. York city. York city. York city. hing, N. Y. hing, N. Y. alo, N. Y.

Title of company, Syracuse, Geneva and Corning Railway Company.
General offices at Watkins, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address E. D. Worcester, Treasurer, Grand Central depot, New York city.

<sup>\*</sup>Special distribution made June 1, 1889, of 3 per cent. from a fund, accumulated by non-payment of any dividends between 1878 and 1884, to provide against certain contingent claims, the non-liability in that regard being now considered settled.

# SYRACUSE, GENEVA AND CORNING.

# Lessee.

*Cost of Eq	uipment.	3	Cotal cost up to Sept. 30, 1889.
Locomotives			. \$410,255 11
Passenger cars Mail, baggage and express cars			87,625 00
Freight and other cars	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	15,900 <b>60</b> 977, <b>6</b> 27 45
Freight and other cars	• • • • • • • • • • • • • • • • • • • •		
Total cost of equipment			\$1,491,407.56
Income Account for Year E	-	•	
Gross earnings from operation Less operating expenses (excluding all taxes	в)	••••••	\$649,204 54 494,014 21
Gross income from all sources			\$155,190 32
Deductions from income, as follows, viz.:			
	Dallmand Co	A010 401 F1	
Rentals paid Syracuse, Geneva and Corning Taxes on property used in operation of road	namosa co	\$216,401 51	
Taxes on property used in operation of road Taxes on earnings and capital stock	<b></b>	. \ 10,118 C	3
Taxes other than above		, )	
			226,519 54
Deficit for year ending September 30, 188	9	• • • • • • • • • • • • • • • • • • • •	. \$71,329 22
•			
Analysis of Gross Earning	a and Onemat	ing Wynange	•
Analysis of Gross Marning	s and Operat	rud wyhomso	•
· EARN	INGS.		
	Passenger.	Freight.	Total
Freight, through \$518,628 95			
Freight, local			
		\$582,898 05	\$582,398 05
Passengers, through       \$3,297       21         Passengers, local       48,937       90			
Passengers, local	\$52,235 11		52,296 11
Mail	5,355 40	*************	5,355 40
Express	5,399 88		5,899 88
Miscellaneous as follones niz ·			
Extra baggage collected	478 96 563 40	2,703 74	473 96 3,267 14
Union News Company	75 00	2,100 14	75 00
Total gross earnings	\$64,102 75	\$585,101 79	\$649,204 54
•		•	
OPERATING	Expenses.		
Maintenance of way and structures:			
Repairs of track and roadbed	\$8,214 40	866,844 94	\$75,069 34
Steel rails laid.	2,784 26	21,564 36	24,348 62
Steel rails laid	-,	1	i '
SIGINGS	681.36	5,378 46	6,069 82
Repairs of bridges (including culverts and cattle-guards)	847 41	8,573 07	8,920 48
Repairs of stations	204 06	1,711 84	1,915 90
Repairs of fences	306 30	2,557 00	2,863 90
Other expenses for maintenance of way	1	1 001	
and structures	165 17	1,991 54	2,156 71

<sup>\*</sup> This equipment is used in connection with the operating of the Pine Creek Bailway and the Corning, Cowanesque and Antrim Bailway.

\$12,702 86

\$103,621 21

\$116,324 07

# Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger	. Freight.	Total.
Maintenance of equipment:		-	-1
Repairs of locomotives	\$4,168 1	2 \$36,711 08	\$40,879 2
Repairs of cars	2.019		
Repairs of cars	216 8		
Total	\$6,403 5	\$54,547 72	\$60,951 2
Conducting transportation:			
Wages of conductors and men	\$5,891 1		
Wages of engineers and firemen	5,014 8		
Fuel for locomotives	5,220 6	3 89,855 61	45,076 2
Oil and waste	578 4		
Water supply	169 5		
Other train supplies or expenses	157 2	8 1,164 47	1,321 7
Wages of station agents and clerks Wages for labor at stations	2,780 0	6 12,045 55	14,825 6
wages for labor at stations	************	5,009 28	5,009 2
Station supplies Wages of watchmen, flagmen and switchmen	301 8	5 2,058 80	2,860 1 7.011 3
Other expenses for conducting transporta-	527 1	7 6,484 18	7,011 8
tion	196 2	0	196 2
Total	\$20,836 6	1 \$161,844 52	\$182,181 1
General expenses:			
Salaries of general officers and clerks	\$2,978 1	4   \$17,792 51	\$20,170 6
General office expenses and supplies	460 2	3 1,602 30	2,062 5
Stationery and printing Outside agencies and advertising	567 1		
Outside agencies and advertising	893 4	2 599 22	
Legal expenses Loss and damage of freight and baggage	115 4	7 1,408 27	
Loss and damage of freight and baggage		. 656 20	
Damage to cattle and property			
Injuries to persons	121 5		
Telegraph maintenance and operation	969 6	0 5,991 73	0,901
Mileage of cars of other companies (debit		00 700 00	97.621 5
balance)	4,067 4 288 9		
ANTOI WARRING ANDITROS	200 8		
Total	\$9,928 2	2 \$124,629 54	\$184,557
Grand total operating expenses			

# Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.	4,528 202,438 2,015,808 115,715,610	142,068 2,434,623 502,463 15,140,292	146,591 2,637,061 2,518,266 180,855,902
Passenger train mileageFreight train mileage			112,896 555,284
Total train mileage			668,070

# Traffic and Mileage Statistics - (Continued).

ITEM.	Earnings.	Expenses.	Profit
Passenger earnings and expenses (including mail, express and miscellaneous earnings). Average per passenger per mile	\$64,102 75	\$49,871 23	\$14,231 52
	4372	3402	997
	0243	0199	8054
	5681	442	1261
Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried.  Average per ton of freight per mile.  Average per freight train per mile.	585,101 79	444,142 99	140,958 80
	2828	1763	056
	00447	00839	00108
	1 0537	7998	2539

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 1.628	Cents.	Cents. 1.98
ing freight, all classes	.448	.421	.445

### Description of Road and Equipment.

Track.	Miles leased, all in N. Y. State.
Main line from Geneva to Corning, single track	57.73 6.43
Total single track	64.18
Sidings and turnouts on main line	20.50
Total sidings and turnouts	
Grand total of tracks, sidings and turnouts	87.08
Laid with steel rail, main line	57.75 6.43

Weight of rails per yard—steel, maximum, 76 lbs., minimum, 62 lbs.; gauge of track. 4 feet 8% inches; ballasted with gravel and broken stone.

#### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in New York State.	Owned or leased.	Milesiaid with steel rails.
Penn Yan Branch	Dresden	Penn Yan	6.48	Leased.	6.43

# Description of Road and Equipment - (Continued).

· .	ENTI	RE LINE 91	IN NEV	V YORK	
Bridges.		Number.		Aggregate length.	
Fron bridges	.:	54 3 2	-	Feet. 3,847.5 46 350	
Total	ļ	59		4,248.5	
Equipment.	No. leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.	
Locomotives, 8 driversLocomotives, 6 drivers	17 29 18	167,300 148,500 128,500	17 21 13		
Total	59		51		
First-class passenger cars Second-class passenger cars Baggage, mail and express cars	16 & 8		16 5 8	16 5 8	
Total	32		29	29	
Box freight cars Stock freight cars Coal freight cars Clators Flat freight cars Caboose 4-wheel cars Caboose, 8-wheel cars Service cars	91 25 2,102 22 38 1			25 500	
Total	2,450			525	

Westinghouse automatic air brake and Miller platform and coupler are used on passenger cars and ordinary hand brake is used on freight cars. Lorenz improved switch is used on whole line of road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	. 58
Highway crossings at grade without protection	. 71
Overhead obstructions less than twenty feet above track	

Passenger cars are heated by Martin's ante-fire car heater, lighted by lamps with head light oil and ventilated by lattice window in roof.

American Express Company runs over this road; pays first-class rates. Cars furnished by railroad company.

The Red line, the Blue line, the White line, Nickle Plate line, Inter-State line and Merchants' Despatch line ail run over this road. Cars are furnished by the several lines at regular mileage rates. Railroad company pays them its proportion of expenses in securing freight, and receives a pro rata of a fixed through rate of freight. No preference given.

erence given. Compensation fixed for transporting mails by United States Government from July 1, 1889 to July 1, 1893, for main line at \$4,539,43 per annum, for branch line, \$280,91 per annum,

# REPORT OF THE RAILBOAD COMMISSIONERS.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour	71,300	
rain	110,671	i
fleats and provisions	2,633 4,575	
armhar	104,675	
umber Ig and bar iron and steel	70.254	i
ron or other ores	45,141	(
loal and coke	1,793,389	1
Petroleum and other oils	2,469	
hipments of manufactured goods received by railroad compa- nies within this State from manufactories within this State		1
and other manufactures	94,559	l
All other manufactures	22.151	
Il other merchandise	137,063	
All other agricultural products	49,877	
Ill other articles not included above	9,559	
Mada1	0.710.000	16
Total	2,518,266	19

#### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Employees	32 1	2	32
Total	83	2	85
	J		

### EMPLOYEES.

A wave on number of paraona amployed (including officials) during year	45
WASLESS HEIMPS! OF Deleging surployed (Incidents Officials) define Asst	
Average number of persons employed (including officials) during year  Average amount of salaries and wages paid them	\$257,400 M

# Officers of the Lessee Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	First Vice-President and Treasurer	Corning, N. Y.
DANIEL BEACH	Second Vice-President and Counsel	Corning. N. Y.
JOHN H. LANG	Secretary	Corning, N. Y.
GEORGE R. BROWN	Superintendent	Corning, N. Y.
E. F. KERSHNER	Traffic Manager Local Freight Agent	Corning, N. I.
J. D. LAWTON	Passenger Agent	Corning, N. 1.
WITTING NICHOLDON	Auditor	Corning, N. 1.
J. B. TERBELL	Car Accountant.	Corning N. Y.

For information concerning this report, address John Lang, Treasurer, Fall Brook Coal Company, Corning, N. Y.

# SYRACUSE, ONTARIO AND NEW YORK.

(Date of charter, June 30, 1883.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOOK.

	CO	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	7,500	\$750,000	
Issued for actual cash Issued on account of construction	460 4,000	\$46,000 400,000	\$4,600 \$400,000
Total now outstanding	4,460	\$446,000	\$404,600

Number of stockholders .....

14

FUNDED	DERT.

		878		INTEREST.		A
DESIGNATION OF LIEN.	Date.	Term, year	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.
First mortgage bonds Second mortgage bonds, in- come authorized	Oct. 1, 1883 Nov. 1, 1883	50 100	p. c. 6	June 1 & Dec. 1	\$1,100,000 500,000	\$900,000 500,000
Total					\$1,600,000	\$1,400,000

#### Cost of Road and Equipment.

		•
ROAD.	Additions or petterments luring year ending Bept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonry and ballast Superstructure (including ties) and rails Land Passenger and freight stations Purchase of constructed road. Telegraph line.	\$886 40	\$1,185 84 25,825 99 896 40 1,073 50 11,856,654 95 952 34
Total cost of road	\$896 40	\$1,886,089 02
EQUIPMENT. Locomotives		\$6,753 51 6,000 00 6,021 60
Total cost of equipment		\$18,775 11
Grand total cost of road and equipment		\$1,904,864 13

<sup>\*</sup>Out of net income.

iThis road was acquired from the purchase at the foreclosure sale of the railroad and equipment of the Syracuse, Chenango and New York Railroad Company, and paid for in stock and bonds. For this reason no classification can be given.

# Traffic and Mileage Statistics.

ITEM.	Th	rough.	Local	.	Total
Number of passengers carried Number of passengers carried one mile Number of tons of freight carried Number of tons of freight carried one mile.		4,139 84,675 50,489 1,003,409	1,380	.408	100,9 1,465,3 129,8 2,312,6
Passenger train mileage			•••••		<b>66,</b> 41 29,77 17,31
Total train mileage					113,77
ITEM.	Ea	rnings.	Expens	ев.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried. Average per passenger per mile. Average per passenger train per mile. Freight earnings and expenses (including miscellaneous earnings).	\$45	5,771 48 4550 0312 6872 3,040 86		4275 0294 6456	\$2,769 50 0271 0015 0426 3,274 89
Average per ton of freight carried Average per ton of freight per mile Average per freight train per mile		4863 0278 2 117		4601 0258 007	915 915 915 11
ITEM. Computed on earnings from carrying passes and freight only.					Through and local.
Average rate received per mile for carrying sengers, all classes	arry-		.96	Cents. 2.84 3.29	
Description of Rose  Trace Main line from Syracuse to Earlyille, single Sidings and turnouts on main line  Grand total of tracks, sidings and turnouts of trace, sidings and turnouts of trace, sidings and turnouts of trace, main line	ck. track uts				50 owned, all N. Y. State. 45.49 6.31 51.99 45.49 108, 7 years; iron, 56 lbs.;
gauge of track, 4 feet 5% inches.; Dallasted w	YILLI K	raver and	·	:=	NEW YORK
Bridges.			Numbe	or.	Aggregate length.
Iron bridges				12 16 50	Feel. 549 940 1,008

#### Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	\$3,167	120,000		2	
First-class passenger cars	6 5	\$2,500 2,000	38,000 30,000	20	6 5	6 5
Total	11			·••••	11	11
Box freight cars	42 89 1	\$430 850	20,000 16,000 16,000	15 15 15		
Total	82			•••••		

Westinghouse air brake and Miller coupler are used on passenger cars; hand-brake and link and pin coupler are used on freight cars.

Split switches are principally used; all renewals are made with the Wharton or split switch.

#### Miscellaneous Statistics.

Miscellaneous Statistics.	Entire line in
ITEM.	N. Y. State.
Telegraph owned and operated by company (3-10 by S., O. and N. Y.; 7-10 by W. U. Tel. Co), miles	43
Length of steel rails laid during year in repairs, miles	1.8
Railroad crossing road over or under grade	1
Highway crossings over or under grade	2

Passengar cars are heated by Spear heaters, lighted by kerosene oil, 300° test, and ventilated by roof ventilators.

The National Express Company runs over this road; it pays 1% first-class rates.

The rate of compensation for transportation of mails is fixed by the post-office department, and is based on weight of mails carried and facilities furnished.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,039	2.
Grain Meats and provisions	4,631 8,419	3.6 2.6
Live stock	296	
Lumber Pig and bar iron and steel	10,112 988	7.8
Iron or other ores	79	16.2
Coal and coke	20,954 346	.8
and other manufactures	28,340 1,946	18 1.6
All other agricultural products All other articles not included above.	2,621 60,181	46
Total	129,897	100

# NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	6		6
Total		2	

#### EMPLOYEES.

Average number of persons employed (including officials) during year... Aggregate amount of salaries and wages paid them during year...... 1<u>11</u> 854,258 8

#### Officers of the Company.

Name.	Title.	Official Address.
ASHBEL GREEN	President	5 Vanderbilt Ave., N. Y. city. Grand Cent. depot. N. Y. city.
EDWARD V. W. ROSSITER.	Secretary and Treasurer.	Grand Cent. depot. N. Y. city.
JAMES D. LAYNG	General Manager	5 Vanderbilt Ave., N. Y. city.

#### Directors of the Company.

Name.	Residence.
ALBERT ALLEN	Elmira, N. Y.
ASHBEL GREEN	Tenafly, N. J.
WALTER KATTE	New York city.
HERBERT E. KINNEY	New York City.
JAMES D. LAYNG	New York city.
LAWRENCE DEPEW	Detroit. Mich.
JAMES W. MUSSON	New York city.
E. V. W. Robsiter	Flushing, L. L., N. Y.
JOSEPH P. ORD	Englewood, N. J.
WM. H. SANDFORD	New York city.
ALBERT B. TAYLOR	Norwood, N. J.
DONALD B. TOUCEY	New York city.
WILLIAM C. TAYLOB	New York city.

Title of company, Syracuse, Ontario and New York Railway Company.
General offices at Grand Central depot, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in January.
For information concerning this report, address John Carstensen, Comptroller.

# TIOGA.

(Date of charter, February 28, 1826; reorganized April 6, 1850.)

For history of organization, see Report of 1888.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	co	MMON.	PREF	Cash	
	No. of shares.	Par value.	No. of shares.		on amount out- standing-
Authorized by law or charter Issued for actual cash and now		\$1,000,000	<del></del>	1	
outstanding	7,824	391,200	3,794	\$189,700	\$580,900

\$580,900 00

#### FUNDED DEBT.

	DESIGNATION OF LIEN. Date.		,	INTEREST.			Cash
DESIGNATION OF LIEN.			Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount out- standing.
First mortgage bonds Third rail m'tg'e bonds. Tioga extension *Elmira State Line Total	1852 1876 1875 1875	1915 1896 1905 1905	p.c. 5 7 7	May & Nov. May & Nov. Apr. & Oct. Apr. & Oct.	\$350,000 \$75,000 265,000 160,000 \$1,150,000	\$239,500 125,000 965,000 160,000	\$289,500 125,000 265,000 160,000

<sup>\*</sup>Both principal and interest guaranteed by the Tioga Railroad Company.

Cost of Road s	nd Equip	me	nt.	
Grand total cost of road and equipment		• • • •		\$1,473,846 82
Details of cost of road and equipment car possession of the New York, Lake Erie an prior to that date the records show no det make a distribution under appropriate head	nnot be furn id Western alls sufficie is.	ish Rs nt	ed. The books illroad Compan to analyze the	came into the y in 1885, and account or to
Income Account for Year 1	Ending Se	pte	mber 30, 1889	•
Gross earnings from operation Less operating expenses (excluding all tax	es)	• • • •	• • • • • • • • • • • • • • • • • • • •	\$307,559 46 184,987 95
Gross income from all sources		••••	• • • • • • • • • • • • • • • • • • • •	\$122,571 51
Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals of leased lines Taxes on property used in operation of roa Taxes on earnings and capital stock	d		14,794 00	69,534 21
Surplus for year ending September 30, 18	89			\$58,087 80
•				
General Inco Surplus for year ending September 36, 1889 Surplus up to September 30, 1888 Less adjustments to the account with the	N. Y., L. E.	& V	\$2,898,243 01 7.	\$53,037 30
R. R. Co	••••••	••••	. 40,461 02	2,849,761 39
Total surplus September 30, 1889		• • • •		\$2,402,798 69
DETAILED STATEM	ENT OF RE	ATE	ls.	
Elmira State Line Railroad, 7 per cent on \$25 Arnot and Pine Creek Railroad, 5 per cent of	9,200 stock n \$255,000 sto	oek	••••••	\$2,044 00 12,750 00
Total amount of rentals deducted from i	ncome		-	\$14,794 00
Analysis of Gross Earning  RABN	_	rat	ing Expenses.	
	Passenge	er.	Freight.	Total.
Freight, through       \$151,550 40         Freight, local       90,114 38         Passengers, through       \$31,201 81         Passengers, local       24,495 27			\$241,664 78	\$241,664 78
Mail	\$55,697 4,346	08 20		55,697 08 4,346 20
Miscellaneous, as follows, viz.: Rents	2,137	88	•	2,137 38
Miscellaneous	1,288	01	2,476 01	8,714 02
Total gross earnings	\$63,418	67	\$244,140 79	\$307,559 46
Operating Walder				
Maintenance of way and structures: Repairs of track and roadbed Repairs of bridges (including culverts and cattle guards) Repairs of stations, shops, docks, etc.	\$18,022	69	\$36,109 08	\$54,181 77
cattle-guards).	1,226		2,454 42	8,681 08
		84 51	1,549 83 11 02	2,353 17 16 53
Other expenses for maintenance of way and structures	496	59	993 28	1,489 87

\$20,555 29

\$41,117 18

# Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenge	r.	Freight.	Total.
Maintenance of equipment:				
Repairs of locomotives	\$4,381		96,366 48	\$10,747
Repairs of cars Repairs of machinery and tools	2,418 78		5,948 75 156 61	8, <b>36</b> 7 9
Other expenses for maintenance of equip-	18	21	100 OT	234 0
ment	2,064	28	4,128 97	6,193 2
Total	\$8,941	94	\$16,600 81	925,542 7
Conducting transportation:				
Wages of conductors and men	<b>\$6,393</b>	42	\$15,335 32	\$21,726
Wages of engineers and firemen	5,102	69	13,291 85	18,394
Fuel for locomotives	4,334	90	14,804 55	19,139
Oil and waste	344		1,344 45	1,698
Water supply	236		470 03	706
Other train supplies or expenses	1,748		1,066 51	2,815
Wages of station agents and clerks	2,254		4,906 03	7,100
Wages for labor at stations	959		2,260 81	3,230
Station supplies	883		1,423 03	2,306
Wages of watchmen, flagmen and switchmen Other expenses for conducting transporta-	157	41	597 84	785 :
tion	618	19	338 27	956
Total	\$23,033	87	\$55,838 69	\$78,872
General expenses:				
Salaries of general officers and clerks	\$2,243		\$4,687 11	\$6,930
Stationery and printing Outside agencies and advertising	223		446 19	669
Outside agencies and advertising	20		23 19	43
Legal expenses Loss and damage of freight and baggage	569 12		1,138 72	1,798
Injuries to persons	228		49 68 652 79	62 f
Telegraph maintenance and operation	2.046		5,508 38	7.555
Mileage of cars of other companies (debit	521		327 96	849 (
balance)	041	~	021 20	
Other general expenses	66	98	134 07	201 (
Total	\$5,932	13	\$12,968 09	\$18,900
Grand total operating expenses	\$58,463	23	\$126,524 72	\$184,967

# General Balance Sheet September 30, 1889.

Assets.	
Cost of road and equipment	\$1,473,846 82 1.000 09
Stock of other companies. Other permanent investments. Open accounts.	39,391 90
Open accounts	2,816,221 85
	\$3,830,460 60
• Liabilities,	
Capital stock	\$680,960 00
Funded debt	789,500 00
Interest on funded debt due and accrued	28,510 41
Dividends unpaid	342 00
ACCIU0G FORTAIS OI IOBS GI IIIOS	4,209 50
Accrued rentals of leased lines. Fimira State Line Raliroad Company stock Profit and loss (surplus)	29,200 00 2,402,798 69
1 tons and took (but plus)	2,202,130 0

#### Traffic and Mileage Statistics.

\$3,830,460 60

ITEM.	Through.	Local.	Total.
Number of passengers carried	352,862	93,999 925,952 487,681 13,457,854	160.274 2,292.895 840.843 28,300,938

Trame and Mileage Statistics - (Continu
---

Traffic and Mileage S	itatistics — ((	onti	nued).	
ITEM.	l l		Local.	Total.
Passenger train mileage. Freight train mileage. All other train mileage.				
Total train mileage				271,029
ITEM.	Earnings.	Earnings. Expenses.  263,418 67		Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Freight earnings and expenses (including miscellaneous earnings) Average per ton of freight carried. Average per ton of freight per mile Average per freight train per mile	\$63,418 67 \$96 02778 678 244,140 79 29 00863			\$4,965 44 031 00217 068 117,616 07 14 00418 76
ITEM.  Computed on earnings from carrying passer and freight only.	ngers Throug		Local.	Through and local
Average rate received per mile for carrying sengers, first class	D&S-	nts. 306 589	Cents. 2.645	Cents. 2.445
Average rate received per mile for carrying sengers, all classes	pas- 2.20	999	2.645	2.440
ing freight, all classes		21	.670	.854

# Description of Road and Equipment.

	MILES	OWNED.	MILES	LEASED.	TOTAL	MILES.
TRACE.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from State Line Junction to Hoytville, Pa., single track Branches or other roads, single track		42 826 3.564	6.503	18.387	6.508	61.168 3.564
Total single track		46.390	6.503	18.337	6.503	64.727
Sidings and turnouts on main line	.896	20.847	1.768	3.821	2.664	24.668 1.434
Total sidings and turnouts	.896	22.281	1.768	3.821	2.664	26.102
Grand total of tracks, sidings and turn- outs	.896	68.671	8.271	22.158	9.167	90.829
Laid with steel rail, main lineLaid with steel rail, branches or other		36.114	6.503	6,503	6.503	42.617
roads Laid with iron rail, main line Laid with iron rail, branches or other roads		2.711 6.712 .853		11.834		2,711 18,546 ,853
		<u>:</u>	·	1		

Average life of rails — steel. 12 years, iron. 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 63 lbs.; minimum, 60 lbs.; iron, maximum, 66 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8% inches; ballasted with gravel and cinders.

#### DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	То	Length in New York State.	Entire length.	Owned or leased.	Miles laid with	Milps laid with tron rail.
Elmira State Line	Blossburg, Pa	Penn. State line. Morris Run, l'a. Hoytville, Pa		6.503 3.564 11.834	Leased Owned . Leased	6.503 2.985	11 5

	IN NEW YORK STATE.		ENTIRE LINE.			
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.		
Iron bridges	2 21	Feet. 175.8 1,105.4	9 14 65	Fed. 1,537 991 3,218		
Total	28	1,281.2	88	5,746		

<b>E</b> QUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	2 6 5	\$8,500 7,500 6,500	150,000 140,000 130,000	1 1 4	
Total	13			6	
First-class passenger cars	4 2 3	\$5,000 3,000 1,500		4 2	1 2
Total	9	•••••		6	
Box freight cars. Coal freight cars. Flat freight cars. Caboose, 4-wheel cars. Service cars.	19 534 75 5 14	\$400 350 300 500 500			95
Total	647				35

Westinghouse and Laughridge brakes are used on passenger cars, hand brake on freight cars; the Miller coupler is used on passenger cars, McB. and link and pin couplers on freight cars. Split and stub switches are used on this road.

#### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles Length of steel ralls laid during year in repairs, miles Highway crossings at grade without protection Highway crossings over or under grade Overhead obstructions less than 20 feet above track	: <b>3</b> (	68 13,430 73 6
•		

Passenger cars are heated by stoves and steam heat, lighted with oil and ventilated through transoms.

The Wells, Fargo & Co.'s Express Company operates over this road and pays 40 per cent of its earnings.

This company has no contract for carrying the mails; the service is recognized.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,425	.41
Grain	2,929	.35
Meats and provisions	339	.04
Live stock Lumber	457 127,295	.05 15.14
Pig and bar iron and steel	337	.04
Iron or other ores		
Coal and coke	678,999	80.78
Petroleum and other oils	721	.09
Shipments of manufactured goods received by railroad com- panies within this State from manufactories within this State	20	
All other manufactures		.51
All other merchandise	5.881	.70
All other agricultural products  All other articles not included above	3,639	.48
All other articles not included above	12,231	1.46
Total	840,543	100

#### NUMBER OF ACCIDENTS. .

	Injured.	Killed.	Total.
Passengers	23	2 3	26 26
Total		6	54

#### EMPLOYEES.

Average number of persons employed, including officials, during year...

\*Aggregate amount of salaries and wages paid them during year......

252

#### Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	Vice-President Secretary	21 Cortlandt St., N. Y. city. 21 Cortlandt St., N. Y. city.

#### Directors of the Company.

Name.	Residence.
John King	New York city.
JOHN G. McCullough	New York city.
WILLIAM WHEELOCK OGDEN MILLER	New York city.
H. H. Cook.	New York city.
WILLIAM LIBBEY	New York city.
S. M. Friton. Jr	New York city.
ANDREW DONALDSON	New York city.
GEORGE W. QUINTARD	New York city.
S. T. REYNOLDS. H. W. RATHBONE	Elmira, N. 1.
F. N. DRAKE.	

<sup>\*</sup>Paid by New York, Lake Eric and Western Railroad Company, and included in its reports.

Title of company, Tioga Railroad Company.
General offices at 21 Cortlandt street.
Date of close of fiscal year. December 31.
Date of stockholders' annual meeting, first Monday in November.
For information concerning this report, address A. R. Macdonough, Secretary. 22 Cortlandt street, New York city.

#### TONAWANDA VALLEY AND CUBA.

REPORT OF B. W. SPENCER, RECEIVER, FROM OCTOBER 1, 1888, TO APRIL 30, 1889; ALSO OF A. STEIN, RECEIVER, FROM MAY 1, 1889, TO SEPTEMBER 30, 1889.

(Date of charter, August 29, 1881.)

#### Income Account for Year Ending September 30, 1889.

Gross earnings from operation from October 1, 1888, to April 30, 1889 Gross earnings from operation from May 1, 1889, to September 30, 1889	\$10,544 <b>30</b> 5,901 <b>3</b> 6
Less operating expenses (including all taxes) from October 1, 1888, to April 30, 1889, including deficit of September 30, 1888 From May 1, 1889, to September 30, 1889	\$16,446 18 19,540 #3
Deficit due Receiver September 30, 1889	\$3,094.34

### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS.

Passenger.	Freight.	Total.
***************************************	\$7,741 87 4,188 96	\$7,741 87 4,188 96
\$2,802 83		2,902 33
1,718 02		1,713 02
\$4,515 35	\$11,930 83	\$16,446 18
	\$2,802 88 1,718 02	\$7,741 87 4,188 96 \$2,802 83 1,713 02

#### OPERATING EXPENSES.

Maintenance of way and structures from October 1. 1888, to April 30, 1889 Maintenance of way and structures from May 1 to September 30, 1889	\$3,886 54 4,132 83
Total	\$8,019 \$7
Maintenance of equipment from October 1, 1888, to April 30, 1889	\$421 79 465 66
Total	\$886 87
Conducting transportation from October 1, 1888, to April 30, 1889	\$3,299 10 2,982 76
Total	<b>\$6,2</b> 81 86
General expenses from October 1, 1888, to April 30, 1889	\$3,453 95 898 47
Total	\$4,352 49
Grand total operating expenses	\$19,540 53

Through and local.

# Traffic and Mileage Statistics. ITEM.

			an		
umber of passengers carried	• • • • • • • • • • • • • • • • • • •	•••••••	· ·	11,417 171,255 11,160 20,460	
ITEM.  Computed on earnings from carrying passengers and it.  verage rate received per mile for carrying passengers, a	freight	only.	Throu local.	gh and Cents.	
Description of Road and Equip TRACK. Main line from Attics to Cubs., single track		¥	liles ow in N. Y.	ned, all State. 59.09 2.85	
Grand total of tracks, sidings and turnouts		••••••		61.42	
aid with iron rail, main line			<del></del>	59.06	
Weight of rails per yard—iron, 30 lbs; gauge of track, 3	<del></del>	BE LINE			
Bridges. Number.				Aggregate length.	
				Feet 466 8,896	
Vooden bridges. Vooden trestles. Total.				460	
		Average cost of each.	Maximum weight of each in lbs.	466 8,899 9,840	
Total		verage cost of each.	Maximum S weight of each in lbs.	46 8,89	
EQUIPMENT.	No. leased.	Average cost of each.		No. equipped with patent brake.	

<sup>\*</sup>Operated only from Attica to Sandusky.

Eames' vacuum brake is used on passenger cars and the stub switch is used on road.

# Miscellaneous Statistics. ITEM.

Telegraph owned and operated by company, miles	59.66 1 2 31 3
Passenger cars are heated by stoves and lighted with lamps.  The United States Express runs over this line paying fifty per cent of therefor.	earnings
Employers.	
Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	22 82 121,02

#### Officers of the Company.

Name.	Title.	Official Address.
Aug. Stein	Receiver Superintendent	60 Broadway, New York eity. Attica, N. Y.

# TROY AND BENNINGTON.

LESSOR.

LESSEE - FITCHBURG.

(Date of charter, May 27, 1851.)

For history of organization, see Reports of 1885 and 1887.

# Capital Stock and Funded Debt.

### CAPITAL STOCK.

	COM	Cash realized on		
	No. of shares.	Par value.	amount outstanding.	
Authorized by law or charter	1,508	\$150,800		
Issued for actual cash	. 754 754	\$75,400 75,400	\$75,400 75,400	
Total now outstanding	1,508	\$150,800	\$150,800	

#### FUNDED DEBT.

[		ears.		INTEREST.		Amount outstand- ing.		Cash real-
DESIGNATION OF LIEN.	Date.	Term, ye	Rate.	When payable.	Amount author- ized.		ized on amount outstand- ing.	
First mortgage registered bonds.	1880	•	p. c.	Feb. & Aug.	† <b>\$7</b> 2,000	\$49,000	\$50,479	

<sup>\*</sup> Payable at various dates; the last due August 2, 1900.

Entire line in N. Y. State.

<sup>†</sup>Only \$70,000 issued.

# TROY AND BENNINGTON.

Cost of Road.	Total cost up to Sept. 80, 1889.
Grading, masonry and ballast	\$129.057.48
Bridges	\$129,057 48 27,220 14
Superstructure (including ties) and rails.	35,196 84
Bridges. Superstructure (including ties) and rails. Land, land damages and fences.	36,571 70
Passenger and freight stations.  Bugineering expenses, interest and discount charged to construction	1,322 00 7,585 76
Total cost of road	. \$236,963 87
Income Account for Year Ending September 30, 18	39.
Rental from lessee	\$15,400 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and seemed #9 040	00
Salary of treasurer 250 Auditing committee 30	00 20
Auditing committee	UU 3,320 08
NT-44	
Net income from all sources	\$12,080 00
Payments from net income, as follows, viz.:	
Dividends declared, 3 per cent, February 2	)0
Dividends declared, 8 per cent, August 2	9,048 00
<b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1 <b>a</b> 1	
Surplus for year ending September 30, 1889	\$3,032 08
General Income Account.	
Surplus for year ending September 30, 1889	\$3,032 00
Surplus up to September 30, 1888	35,706 07
Total surplus September 30, 1889	\$38,738 07
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$236,953 87
Cash on hand	1,584 70
	\$288,538 07
LIABILITIES.	
Capital stock	\$150,800 00
Funded debt	49,000 00
Profit and loss (surplus)	38,738 07
	\$238,538 07
•	
Officers of the Company.	
Name. Tille.	ficial Address.
Torre M. Donzena	Mark N. Y.
Tuoma W Lowwoon Vice Peeldent	Trov. N. Y.
Name. Title. ( John M. Corlies. President THOMAS W. LOCKWOOD Vice-President PAUL COOK. Acting Secretary and Treasurer	Troy, N. Y.
Directors of the Company.  Name. Resi	idence.
Town W. Consers. West	artard N. Y.
THOMAS W LOGERADOR	N Y
A. CLARK FELLOWS Trees	. N. Ÿ.
LEWIS E. GURLEY	. Ñ. Ŷ.
JAMES H HOWE Tro	
	7. N. Y.
W. W. WHITMAN Tro	7. N. Y. 7. N. Y.
W. W. WHITMAN Tro PHILLIP H. NEHER Tro	y, N. Y. y, N. Y. y, N. Y.
W. W. WHITMAN Tro PHILIP H. NEHER Tro WILLIAM H. DOUGHTY Tro	y, N. Y. y, N. Y. y, N. Y. r, N. Y.
W. W. WHITMAN Tro PRILLIP H. NEMER Tro WILLIAM H. DOUGHTY Tro S. W. GURLEY Tro	y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y.
W. W. WHITMAN Tro PRILLIP H. NEHER Tro WILLIAM H. DOUGHTY Tro 8. W. GURLEY Tro HIRAM MILLER Tro	y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y.
Name	y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y. y, N. Y. singburgh, N. Y.

Title of company, Troy and Bennington Railroad Company.
General offices at 514 Fulton street, Troy, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in June.
For information concerning this report, address Paul Cook, Acting Secretary and Tressurer.

# TROY AND GREENBUSH.

#### LESSOR.

LESSEE - NEW YORK CENTRAL AND HUDSON RIVER. (Date of charter, May 14, 1845.)

For history of organization, see Report of 1885.

#### Capital Stock.

	. 00363	CON.
	No. of shares.	Par value.
Authorized by law or charter  Lesued for actual cash and now outstanding	5,500 *5,488	<b>9275,00</b> 274,48
Income Account for Year Ending Septe	mber 30, 1889.	
Bental from New York Central and Hudson River Railroad Dividends from seventy shares of the association stock	Company	\$19,250 00 245 00
Gross income from all sources		\$19,495 60
Dividends declared	19,208 00	19,412 00
Surplus for year ending September 30, 1889		983 00
General Income Account.		
Surplus for year ending September 30, 1889		883 00 4,119 91
Total surplus September 30, 1889	·····	\$4,202 91
General Balance Sheet September	80, 1889.	
Assets.		
Construction Ten shares of stock of the association Cash on hand	· · · · · · · · · · · · · · · · · · ·	\$274,400 00 3,650 00 562 91
	· -	\$278,602 91
Liabilities.	-	
Capital stockProfit and loss (surplus)		\$274,400 00 4,203 91
	<u>-</u>	\$278,602 91
Officers of the Company.	-	
Name. Title.	Offic	ial Address.
JOSEPH M. WARREN		

<sup>\*</sup> Includes a 10 per cent stock dividend made before 1851.

Directors of the Company.	
Name.	Residence.
Joseph M. Warren. George H. Cramer	Troy, N. Y.
GEORGE H. CRAMER.	Troy, N. Y.
THOMAS W. LOCKWOOD	Trov. N. Y.
Stephen E. Warren	Troy, N. Y.
WILLIAM A. THOMPSON	Troy, N. Y.
GEORGE S. THOMPSON	Troy, N. Y.
JOHN I. THOMPSON	Troy, N. 1.
WALTER P. TILLMAN	Troy, N. X.
EDWARD C. GALE. JAMES A. EDDY.	Troy, N. 1.
James A. Eddy	Troy, N. Y.
John B. Gale	Troy, N. 1.

Title of company. Troy and Greenbush Railroad Association.
General offices at Troy, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in July.
For information concerning this report, address John B. Gale, Secretary.

# TROY, SARATOGA AND NORTHERN.

LESSOR.

LESSEE—BOSTON, HOOSAC TUNNEL AND WESTERN.

OPERATED BY FITCHBURG.

(Date of charter, September 2, 1886.)

For history of organization, see Report of 1886.

#### Capital Stock.

	co	MMON.	Cash realized	
· .	No. of shares.	Par value.	on amount outstand- ing.	
Authorized by law or charter	23,000 7,266	\$2,300,000 726,600	\$726,600	

#### Description of Road and Equipment.

See report of this company, Vol. II., p. 658, Railroad Commissioners' Report for 1886.

#### Officers of the Company.

Name.	Title.	Official Address.
WILLIAM H. HOLLISTER GEORGE A. TORREY	President Vice-President Secretary and Treasurer.	120 Broadway, New York city. 17 State St., Boston, Mass. 120 Broadway, New York city.

### Directors of the Company.

Name.	Residence.
JOHN QUINCY ADAMS	Quincy, Mass.
ROBERT CODMAN	Boston, Mass.
CHARLES T. CROCKER	Fitchburg, Mass.
WM. H. HOLLISTER	New York city.
HENRY C. LAWRENCE	New York city.
Chas. C. Leary	New York city.
RUDOLPH KEPPLER	New York city.
E. B. Phillips	Brookline, Mass.
James Renfrew, Jr	Adams, Mass.
A. T. SMITH	Orange. N. Y.
George A. Torrey	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.
DAVID P. KIMBALL	Boston, Mass.

Title of company, Troy, Saratoga and Northern Railroad Company. General offices at 120 Broadway, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Wednesday in August.
For information concerning this report, address A. T. Smith, Secretary.

# TROY UNION.

LESSOR.

# Capital Stock.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	800	\$30,00
Cost of Road.		otal cost up k
Grading and masonry		\$157,901 \$6,089 \$70,426 14 \$396,557 \$3 141,089 \$6 12,810 \$6
Total cost of road	- 	\$783,984 88

This company has no earnings, and its expenses for year ending September 30, 1889, were paid by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company, and the Fitchburg Railroad Company, who use the property in common.

# Officers of the Company.

Name.	Title.	Official Address.
J. M. TOUCEY*  *DANIEL ROBINSON THEODORE VOORHEES	President	New York city. Troy, N. Y. New York city.

#### Directors of the Company.

Name.	Residence.
J. M. Toucky	New York city.
THEODORE VOORHEES	New York city.
W. J. VAN ARSDALE	New York city.
H. G. Young	Albany, N. Y.
H. S. MARCY	Albany, N. Y.
C. M. Bissell	Albany, N. Y.
F. H. PHILLIPS	Albany, N. Y.
I. V. Baker	Comstocks, N. Y.
E. B. PHILLIPS	Boston, Mass.
*Daniel Robinson	Troy, N. Y.
Jos. Crandell	Troy, N. Y.
F. A. HARRINGTON	Troy, N. Y.

Title of company, Troy Union Railroad Company. General offices at Troy, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in November. For information concerning this report, address F. A. Harrington, Troy, N. Y.

#### ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

The Rondout and Oswego Bailroad Company was organized under the General Railroad Law of the State of New York, on the 3d day of April, 1836. By an act of the Legislature of said State, passed May 9, 1872, the said company was authorized to and did change its name to the New York. Kingston and Syracuse Railroad Company. On the 1st day of May, 1875, the property and franchieses of the said two companies were sold under mortgage foreolosure to the Farmers' Loan and Trust Company of the city of New York. The Ulster and Delaware Railroad Company was organized under said General Railroad Law on or about the 1th of June, 1875, and the property and franchises so purchased as aforesald were subsequently conveyed to it. The finances of this company were reorganized in 1889 by a vote of its stock and bondholders on the 14th of June, 1889. A consolidated mortgage was executed by the company on the 10th of June, 1889. to the Central Trust Company of New York its trustee, to secure \$2,000,000 in consolidated first mortgage bonds, bearing five per cent interest, due June 1,928, upon the entire property of the Ulster and Delaware railroad, the Hobart Branch railroad and any additional railroad that may hereafter be acquired by the Ulster and Delaware Rialroad Company. The funding scheme and the execution of the mortgage was authorized by more than 90 per cent of the holders of all the stock and bonds in amount, and by the owners of all the stock of the Holders of all the stock and bonds in amount, and by the owners of all the stock of the Holders of all the stock and bonds in amount, and by the owners of all the stock being the whole amount now outstanding, together with five thousand three hundred and seventy (5,370) full paid shares of the mortgage applies toto, being 80 per cent in new bonds and 40 per cent in stock to acquire the surrender and seventy (5,370) halp said shares of the mortgage approvides that two hundred and forty thousand (\$200,000) dollars of the outstanding income bonds. The owners of these bonds be set a

The mortgage also provides that the balance not before mentioned of the two million (\$2,000,000) dollars in bonds authorized, amounting to \$604,000, shall be set apart and used for the purpose of extending the railroad of the mortgageor by construction, purchase or otherwise, or for new equipment or betterments of a permanent character.

Nothing at this date has been done with these bonds; they still remain in the hands of the trust company aforesaid. The Delaware and Otsego railroad, now under construction, when completed will be acquired by the Ulster and Delaware Railroad Company and operated by it.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COL	emon.
	No. of shares.	Par value.
Authorized by law or charter* *Iesued and now outstanding:	30,000 16,641	\$3,000,000 1,664,100
Number of stockholders		30

<sup>\*</sup>Of this number of shares, 11,521 (representing \$1,152.100) were issued to the bond-holders of the Rondout and Oswego Railroad Company, and 5,120 shares were issued to retire second mortgage income bonds in accordance with terms of new first consolidated mortgage.

#### FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	Rate.	When payable.	Amount authorized	Amount outstanding.	Cash realized on amount outstand- ing.
First mortgage bonds. First consolidated		30	P. C.	Jan.1, July 1		\$200,000	\$391,00
mortgage bonds †Second mortgage income bonds ‡Real estate mortgage.	July 1 1875	40 30 5	5 7 7	June 1, Dec. 1 Feb. 1, Aug. 1 April 1, Oct. 1	2,008,000 1,400,000 56,000	805,000 82,600 50,000	30,60

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading and masonry, ballast Bridges Superstructure (including ties) rails. Land damages and fences Passenger and freight stations Engine and car-houses Shops, machinery and tools Fuel and water stations Engineering expenses Interest and discount charged to construction Purchase of constructed road Telegraph line Purchase of Hobart Branch Railroad by new 5 per cent bonds Eighty shares common stock	815 69 3,908 46 360 67 615 61 71 75	\$32,988 9 19,027 6 32,615 6 194,087 9 15,480 T 18,863 1 7,712 5 2,944 8 1,984 8 1,985 6 2,565,621 3 1,925 5 50,000 0 8,000 0
Total cost of road		\$2,959,611 3
Locomotives	9,600 00 1,967 00	\$97,454 84 72,458 44 8,400 00 84,408 33
Total cost of equipment	\$38,464 37	\$262,721 56 \$3,222,833 96

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Betaining wall	\$7,894.50
Steel rails	815 69
Land	3,908 46
New coal shed	260 67
New water-tank	615 61
Engineer's services	71 75
Engineer's services	
_tender, \$4,000; total	13,625 00
Two passenger cars	9,600 00
Five coal cars	1,957 00
_	238,858 68
Less one team of mules sold	394 31
Total	\$38,464 37

<sup>†</sup>The remainder, \$22,600, of second mortgage income bonds now outstanding with \$1,260,000, which have been exchanged for new consolidated mortgage bonds, and capital stock of this company were originally issued to the bondholders of the Rondout and Oswego Railroad Company.

‡Payment extended by mutual consent.

# ULSTER AND DELAWARE.

Income	Account	for	Year	Ending	Septem	nber :	30.	1889.

Gross earnings from operation.  Less operating expenses (excluding all taxes)		\$840,425 227,226	
Gross income from all sources		\$113,199	42
Taxes on property used in operation of road	87 51 50 00 84 97 42 40 97 96 29 05 50 00	59,091	89
Surplus for year ending September 30, 1889		\$54,107	53
General Income Account.			
Surplus for year ending September 30, 1889	••••	\$54,107 193,067	
Total surplus September 30, 1889	····	\$247,174	77
DETAILED STATEMENT OF RENTALS.			
Lease of the Hobart Branch Railroad to the Ulster and Delaware I road Company, from October 1, 1888, to September 1, 1889, at an an rental of \$3.000.	nual	\$2,750	00

By vote of the stockholders of both companies this lease has been cancelled and the capital stock of the first named company has been merged with that of the Ulster and Delaware Railroad Company, for which first consolidated mortgage bonds of the latter company have been exchanged. Interest on said bonds are payable from September 1, 1889.

#### Analysis of Gross Earnings and Operating Expenses.

#### EABNINGS.

	Passenger.	Freight.	Total.
Freight, local Passengers, local Mail Express Telegraph Sundries	\$115,731 29 7,520 35 8,269 47 416 37 32 19	\$207,985 26 	\$207,935 26 115,731 26 7,520 35 8,269 47 900 00 69 59
Total gross earnings	\$131,969 67	\$208,456 29	\$340,425 96
Operating	Expenses.		
Maintenance of way and structures: Repairs of roadbed. Repairs of bridges (including culverts and cattle-guards). Repairs of stations, shops, docks, etc Repairs of fences. Other expenses of maintenance of way and structures.	1,042 97 393 16	\$32,569 74 2,837 44 1,211 42 456 67 89 98	\$60,610 64 5,280 32 2,354 35 849 85
Total	\$31,997 36	\$37,165 25	\$69,162 61
Maintenance of equipment: Repairs of locomotives Repairs of cars Repairs of machinery and tools. Other expenses for maintenance of equipment Total	4,650 47 515 98	\$7,921 41 7,896 40 599 26 979 82 \$17,396 89	\$14,741 35 12,546 87 1,115 16 1,823 36 \$30,226 78

# REPORT OF THE RAILROAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses — (Continued).

Oil and waste				
Wages of conductors and men         \$9,137 57         \$10,613 37         \$19,750           Wages of cangineers and firemen         7,689 06         8,814 77         16,482         7,689 06         8,814 77         16,482         20,002         38,620         10,180 72         12         18         38,522         10,002         22         5,542         20,002         38,522         10,002         22         5,542         20,002         38,182         10,002         38,182         11,002         38,182         11,002         38,182         11,002         38,182         11,002         38,12,486         11,002         38,12,486         12,486         48,002         5,655         58,103         13,038 87         5,655         58,103         13,038 87         5,655         58,103         13,038 87         5,655         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         14,002         58,555         58,103         14,002         58,555         58,103         14,002         58,102         14,002         14,002         14,002         14	l	Passenger.	Freight.	Total.
Wages of conductors and men         \$9,137 57         \$10,613 37         \$19,750           Wages of cangineers and firemen         7,689 06         8,814 77         16,482         7,689 06         8,814 77         16,482         20,002         38,620         10,180 72         12         18         38,522         10,002         22         5,542         20,002         38,522         10,002         22         5,542         20,002         38,182         10,002         38,182         11,002         38,182         11,002         38,182         11,002         38,182         11,002         38,12,486         11,002         38,12,486         12,486         48,002         5,655         58,103         13,038 87         5,655         58,103         13,038 87         5,655         58,103         13,038 87         5,655         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         13,002         58,555         58,103         14,002         58,555         58,103         14,002         58,555         58,103         14,002         58,102         14,002         14,002         14,002         14	Charles Annual Advantage			
The for locomotives	Wages of conductors and man	00 197 57	#10 #19 97 I	#10 7KA AI
The for locomotives	Wages of engineers and firemen	7,589 06	8.814 77	16,408 83
1,443 92	Fuel for locomotives	17.840 70	20,722 18	38.562.83
Water supply	Oll and wasta	1,413 92	1,642 29	3,056 21
Yages for labor at stations   2,816 31   3,038 87   5,685 87   5	Water supply	563 54	654 56	1,218 10
Yages for labor at stations   2,816 31   3,038 87   5,685 87   5	Other train supplies or expenses			307 29
### Station supplies	Wages of Station agents and cierks	0,776 86	9,709 88	12,486 74
Cheer expenses for conducting transportation   1,897 41   2,203 87   4,101	Station supplies		290 26	540 18
Cheer expenses for conducting transportation   1,897 41   2,203 87   4,101	Wages of watchmen, flagmen and switch-	210 00	200 20	0.00 10
Total	men	998 59	1,159 88	2,158 47
Section	Other expenses for conducting transporta-		1	
Salaries of general officers and clerks   \$6,005 06   \$6,974 94   \$12,906	tion	1,897 41	2,203 87	4,101 28
Salaries of general officers and clerks.   \$6,005 06   \$6,974 94   \$12,980	Total	\$48,226 01	\$56,015 01	\$104,241 02
Salaries of general officers and clerks   \$0,005 06   \$6,474 94   \$12,900				
Stationery and printing	General expenses:			
Stationery and printing   782 14   906 82   1,690	Balaries of general officers and cierks	\$6,005.06	\$6,974 94	\$12,980 00
Damage to cattle and property   228 46   300 24   588	General onice expenses and supplies	419 86		907 00
Damage to cattle and property   228 46   300 24   588	Outside agencies and advertising	702 14 91K 9K	906 92	681 42
Damage to cattle and property   258 48   300 34   558   510   10				1,735 38
Telegraph maintenance and operation	Damage to cattle and property		300 24	558 72
Mileage of cars of other companies (debit balance)	Injuries to persons	34 69		75 00
Data   Content	Telegraph maintenance and operation	905 07	1,061 26	1,956 33
Cother general expenses	mileage of cars of other companies (debit	715 10	990 70	1 545 90
Total	Other general expenses		787 83	1,465 18
General Balance Sheet September 20, 1889.   Cost of road.				
Cost of road.   22,969.611	Total	\$10,916 44	\$12,679 69	\$23,596 13
Cost of road.   \$2,959,611	Grand total operating expenses	\$108,969 70	\$123,256 84	\$227,226 54
Ourrent assets, as follows, viz.:         \$11,764 47           Cash on hand         \$19,527 25           Open accounts         28,538 87           Materials and supplies         55,570 92           LIABILITIES.           Capital stock         \$1,664,100 0           Funded debt.         \$1,138,600 0           Current liabilities, as follows, viz.:           Interest on funded debt due and accrued         \$4,545 83           Audited vouchers and pay-rolls         56,023 81           Loans and bills payable.         227,290 06           Profit and loss (surplus)         227,290 06           Traffic and Mileage Statistics.           ITEM.         All local Number of passengers carried one mile         4,256,05           Number of tons of freight carried one mile         189,75           Number of tons of freight carried one mile         3,889,25           Passenger train mileage         117,09           Freight train mileage         117,09           All other train mileage         20,38	Cost of road	• • • • • • • • • • • • • • • • • •	••••••	\$2,959,611 39 262,721 56
Cash on hand		•••••••	• • • • • • • • • • • • • • • • • • • •	2021.22 **
Due by agents				
Materials and supplies   28,588 87	Due by agents		\$11,764 47	
Capital stock	Onen aggentate		19.527 25	
Capital stock	Ород ассочица		19.527 25	
Capital stock	Materials and supplies		19.527 25	118 401 51
Capital stock	Materials and supplies		19.527 25	115,401 51
Current liabilities as follows, viz.:   Interest on funded debt due and accrued	Materials and supplies		19.527 25	115,401 51 \$3,337,734 46
Current liabilities. as follows, viz.:   Interest on funded debt due and accrued	•		19,527 25 28,538 87 55,570 92	
Profit and loss (surplus)   227,839   247,174 7   257,839   253,337,734 4	Capital stockLiabili	TTIES.	19,527 25 28,538 87 55,570 92	\$3,837,784 46 \$1,664,100 00
Profit and loss (surplus)   227,839   247,174 7   257,839   253,337,734 4	Capital stock LIABIL:	TTES.	19,527 25 28,538 87 55,570 92	
Profit and loss (surplus)   227,839   247,174 7   257,839   253,337,734 4	Capital stock LIABIL:	TTES.	19,527 25 28,538 87 55,570 92	\$3,837,784 46 \$1,664,100 00
Profit and loss (surplus)   227,839   247,174 7   257,839   253,337,734 4	Capital stock LIABIL:	TTES.	19,527 25 28,538 87 55,570 92	\$3,837,784 46 \$1,664,100 00
Profit and loss (surplus)   947,174.7	Capital stock LIABIL:	TTES.	19,527 25 28,538 87 55,570 92	\$3,837,784 46 \$1,664,100 00
Traffic and Mileage Statistics.   ITEM.   All local	Capital stock LIABIL:	TTES.	19,527 25 28,538 87 55,570 92	\$3,337,784 46 \$1,664,100 09 1,138,600 00
Traffic and Mileage Statistics.  ITEM.  All local Number of passengers carried 183,03 Number of passengers carried one mile 4,286,03 Number of tons of freight carried 169,73 Number of tons of freight carried one mile 3,889,23  Passenger train mileage 1117,09 Freight train mileage 20,38	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable.	TIES.	19,527 26 28,588 87 55,570 92 	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69
Item.   All local	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable.	TIES.	19,527 26 28,588 87 55,570 92 	\$3,337,784 46 \$1,664,100 09 1,138,600 00
Item.   All local	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable.	TIES.	19,527 26 28,588 87 55,570 92 	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69
Number of passengers carried         183.03           Number of passengers carried one mile         4,236.03           Number of tons of freight carried         169.73           Number of tons of freight carried one mile         3,859.23           Passenger train mileage         117.09           Freight train mileage         115.65           All other train mileage         20.38	Capital stock LIABIL.  Funded debt	WIES,	19,827 26 28,538 87 55,670 92	\$3,837,734 46 \$1,664,100 00 1,138,600 00 287,859 69 347,174 77
Passenger train mileage 117,69 Freight train mileage 115,65 All other train mileage 20,35	Capital stock Liabit.  Funded debt	wies.	19,827 26 28,538 87 55,670 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46
Passenger train mileage 117,69 Freight train mileage 115,65 All other train mileage 20,35	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,784 46
Passenger train mileage 117,69 Freight train mileage 115,65 All other train mileage 20,35	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile	age Statistic	19,527 26 28,588 87 55,570 92	\$3,337,734 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All locgi. 183,023
Passenger train mileage 117,69 Freight train mileage 115,65 All other train mileage 20,35	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile	age Statistic	19,527 26 28,588 87 55,570 92	\$3,337,734 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All locgi. 183,023
	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All local. 183,023 4,256,038 4,256,038
	Capital stock Funded debt. Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile	age Statistic	19,527 26 28,588 87 55,570 92	\$3,337,734 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All locgi. 183,023
	Capital stock  Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt due and accrued.  Audited vouchers and pay-rolls.  Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile  ITE  Number of passengers carried.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All local. 188,023 4,256,038 169,733 3,859,236
	Capital stock  Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt due and accrued.  Audited vouchers and pay-rolls.  Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile  ITE  Number of passengers carried.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All local. 183,023 4,256,038 169,733 3,859,236
Total train mileage	Capital stock  Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt due and accrued.  Audited vouchers and pay-rolls.  Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile  ITE  Number of passengers carried.  Number of tons of freight carried one mile.  Number of tons of freight carried one mile.	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00  267,859 69 247,174 77 \$3,337,734 46  All local. 185,023 4,236,668 169,733 3,859,236 117,096 115,664
	Capital stock Funded debt.  Cwrent liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile ITE Number of passengers carried Number of passengers carried one mile Number of tons of freight carried one mile.  Passenger train mileage Freight train mileage All other train mileage	age Statistic	19,527 26 28,588 87 55,570 92	\$3,837,784 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46 All locgl. 183,023 4,236,038 169,733 3,859,236 117,996 115,654 20,882
	Capital stock Funded debt.  Cwrent liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Loans and bills payable.  Profit and loss (surplus)  Traffic and Mile ITE Number of passengers carried Number of passengers carried one mile Number of tons of freight carried one mile.  Passenger train mileage Freight train mileage All other train mileage	age Statistic	19,527 26 28,588 87 55,570 92	\$3,537,734 46 \$1,664,100 00 1,138,600 00 287,859 69 247,174 77 \$3,337,734 46  All local. 183,023 4,236,638 169,733 3,869,236 117,996 115,654

# ULSTER AND DELAWARE.

#### Trame and Mileage Statistics - (Continued).

ITEM.	Earni	ngs.	Expe	nses.	Pro	ofit.
assengerearnings and expenses (including mail, express and miscellaneous earnings).  Verage per passenger carried		67 72106 03115 12702	\$103,96	9 70 56807 02454 8879	\$27,9	99 97 15298 00661 23912
miscellaneous earnings		29 22815 05401 53269	123,25	6 84 72618 03194 90626	:	99 45 50197 02207 62643
ITEM.  Computed on earnings from carrying passes verage rate received per mile for carrying passes verage rate received per mile per ton for ca  Description of Rose	asseng rrying i	ers, al reigh	l classe i, all cla	B		ll local. Cents. 2.732 .5388
TRACK.			:	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
TRACK.  Main line from Rondout to Stamford, single Branches or other roads.	e track.			Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	otal fn N.
Main line from Rondout to Stamford, single	• • • • • • • • •	• • • • • •		Miles owned, in N. Y. Stat	Miles In N	Total fn N.
Main line from Rondout to Stamford, single Branches or other roads	··········	• • • • • • • • • • • • • • • • • • •	·····i	Miles owned, in N. Y. Stat	Miles In N	Total fin N.
Main line from Rondout to Stamford, single Branches or other roads	ads			Miles owned.	Selly 4	74 4 78
Main line from Rondout to Stamford, single Branches or other roads.  Total single track	oads			Miles owned	4 4 4 .50	74 4 78 18 .50

Average life of rails—steel, its years: average life of ties, 5 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs; gauge of track, 4 feet 8% inches; ballasted with broken stone, gravel and cinders.

# DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	То	Entire length in N. Y. State.	Owned or leased	Miles laid with steel rail.
Hobart Branch Railroad	Stamford	Hobart	4	Leased.	4

<sup>\*&</sup>quot;All other train mileage "included in this computation: On freight mileage alone it is \$1.8024; \$1.0657; \$0.7367.—R. R. Commissioners.

#### REPORT OF THE RAILBOAD COMMISSIONERS.

# Description of Road and Equipment - (Continued).

	ENTIRE LINE	IN NEW YORK
Bridges.	Number.	Aggregate length.
Iron bridge. Wooden bridges. Wooden trestles.	1 21 23	Feet. 203 2,448 96
Total	45	3,667

AND THE RESERVE OF THE PARTY OF						
Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	5 11	\$10,000 9,000	149,000 120,000	12 12	10	
Total	16	•····			12	
First-class passenger cars Second-class passenger cars Baggage, mail and express cars Total	17 4 7 28	\$4,800 3,000 2,700	39,000 37,000 32,000	16 15 12	17 4 7	17 4 7
Box freight cars Stock freight cars Coal freight cars Flat freight cars Gaboose, 4-wheel cars Milk cars Service cars Total	61 8 32 165 4 11 17	\$410 365 414 375 150 1,410 50	17,800 17,000 16,800 16,600 10,000 28,000 500	10 10 13 8 16 12 5	11	11 11

Westinghouse air brake and Miller coupler are used on passenger cars and ordinary link and pin coupler and hand-brake on freight cars.
Stub-switches are used on the whole line.

Miscellaneous Statistics.	
Item.	Entire line in N. Y. State.
Telegraph owned and operated by company but leased to Western Union Telegraph Company for 30 years, miles.  Total assessed value of real estate and personal property of company Railroad crossing road at grade.	145 \$2,016,972 54
Highway crossings at grade without protection.  Highway crossings at grade protected by gates or flagmen.  Highway crossings over or under grade.	17 8
Overhead obstructions less than twenty feet above track	

Passenger cars are heated by Spear car heaters; lighted by oil lamps and ventilated by ventilators in deck roof and over doors.

American Express Company runs over the line under no special contract.

Wagner Palace cars run over this line for about three months during the summer season. No terms and no additional charge made.

No freight or transportation companies run over this road.

Compensation for transportation of mails from July 1, 1889, to June 30, 1893, \$7,971.11 per annum or \$101.75 per mile.

#### ULSTER AND DELAWARE.

#### DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Plour	3,806	2.24
Frain. Meats and provisions	13,858 3,751 1,105	8.16 2.21 .66
Lumber Pig and har iron and steel	21,355 1,353	12.58
Coal and coke	16,263 2,594	9.58 1.58
Manufactures	44,857 5.492	26.48 3.24
All other agricultural products All other articles not included above	7,911 47,387	4.66 27.92
Total	169,732	100

#### NUMBER OF ACCIDENTS.

Other than passenger or employee killed......

Name.

1

#### EMPLOYEES.

Average number of persons employed (including officials) during year....Aggregate amount of salaries and wages paid them during year....... \$133.695 '88

#### Officers of the Company.

Name.	Title.	Official Address.
THOMAS CORNELL President.		Rondout, N. Y.
ANTHONY BENSON Secretary	and Treasurer	Rondout, N. Y.
JAMES H. JONES General St N. A. SIMS General Fi	iperintendent	Rongout, N. Y.
R. B. Jones Auditor	eight and Passenger Agent	Rondout, N. 1.

#### Directors of the Company.

Residence,	
Rondout, N. Y.	
Rondout, N. Y.	
Rondout, N. Y.	
Roxbury, N. Y.	
Mt. Pleasant, N.	I
Kingston, N. Y.	
Kingeton N V	

21401101	Zec bt Gont Co.
THOMAS CORNELL	. Rondout, N. Y.
A. S. STAPLES	. Rondout, N. Y.
R. G. Townsend	. Rondout, N. Y.
H. C. Soop	. Roxbury, N. Y.
DAVIS WINNIE	. Mt. Pleasant, N. 1
A. Benson	. Kingston, N. Y.
8. G. Dimmick	. Kingston, N. Y.
JOSEPH CORNELL	. New York city.
ROBT. B. CARPENTER	. New York city.
R. B. Jones	. Rondout, N. Y.
F. O. HORNBECK	Kingston, N. Y.
EDWIN YOUNG	. Albany, N. Y.
CHARLES BRAY	

Title of company. Ulster and Delaware Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday after first Monday in December.
For information concerning this report, address James H. Jones, General Superintendent.

#### UNION.

#### LESSOB.

# LESSEE - New York, Lake Erie and Western. (Date of charter, January 20, 1861.)

For history of organization, see Report of 1885.

# Capital Stock.

COMMON.

No. of shares.  Authorized by law or charter, issued for	Par value.	
Authorized by law or charter, issued for		Cash realized on amount outstanding.
actual cash and now outstanding 1,000	\$50,000	\$50,600
Number of stockholders		15
Cost of Road.		
Total cost of road up to September 30, 1889	••••••••	<b>\$50,400</b>
Officers of the Company.		
Name. Title.	Official Addres:	s.
JACOB S. ROGERS President 44 Exc JOHN HOPPER Sec'y and Treas Pater	change place.	N. Y. city.
Tomas and a market state of the property of th	•	
Directors of the Company.		
Directors of the Company.		sidence.
Directors of the Company.  Name,  JACOB S. ROGERS.	New	York city.
Directors of the Company.  Name.  JACOB S. ROGERS.  COLUMBUS B. ROGERS	New	York city. York city.
Name.  Jacob S. Rogers. Columbus B. Rogers. Henry C. Stimson. Lewis Atterbury	New New New New New	York city. York city. York city. York city.
Directors of the Company.  Name.  JACOB S. ROGERS.  COLUMBUS B. ROGERS.  HENRY C. STIMSON.  LEWIS ATTERBURY.  R. FULTON CUTTING.	New New New New New New New	York city. York city. York city. York city. York city.
Directors of the Company.  Name.  JACOB S. ROGERS.  COLUMBUS B. ROGERS.  HENRY C. STIMSON.  LEWIS ATTERBURY.  R. FULTON CUTTING.	New New New New New New New	York city. York city. York city. York city. York city.
Name.  Jacob S. Rogebs. Columbus B. Rogers. Henry C. Stimson. Lewis Atterbury. R. Fulton Cutting. W. Bayard Cutting. Lewis A. Stimson. ULLEWIS A. STIMSON. WILLIAM PERNINGTON.	New	York city. York city. York city. York city. York city. York city. Jamey.
Name.  Jacob S. Rogebs. Columbus B. Rogers. Henry C. Stimson. Lewis Atterbury. R. Fulton Cutting. W. Bayard Cutting. Lewis A. Stimson. ULLEWIS A. STIMSON. WILLIAM PERNINGTON.	New	York city. York city. York city. York city. York city. York city. Jamey.
Name.  Jacob S. Rogebs. Columbus B. Rogers. Henry C. Stimson. Lewis Atterbury. R. Fulton Cutting. W. Bayard Cutting. Lewis A. Stimson. ULLEWIS A. STIMSON. WILLIAM PERNINGTON.	New	York city. York city. York city. York city. York city. York city. Jamey.
Name.  Jacob S. Rogers. Columbus B. Rogers. Henry C. Stimson. Lewis Atterbury. R. Fulton Cutting. W. Bayard Cutting. Lewis A. Stimson.	New New New New New New New New New New	York city. York city. York city. York city. York city. York city. York city. Jersey. Jersey. Jersey. Jersey.

#### UNION TERMINAL.

LESSOR.

Lessee — Western New York and Pennsylvania.
(Date of charter, June 12, 1884.)

For history of organization, see Report of 1885. No report for 1889 received.

### UNITED STATES AND CANADA.

OPERATED BY THE GRAND TRUNK.
(Date of charter, May 17, 1888.)

This company was formed by the consolidation of the United States and Canada Railroad Company (incorporated under the Laws of the State of New York, May 26, 1883), and the Massena Springs and Fort Covington Railroad Company (incorporated under the Laws of the State of New York, September 12, 1884). The line is operated by the Grand Trunk Railway Company, under an agreement dated September 27, 1888.

Capital	Stock.				
			COMMON.		
			No. of shares.	Par value	
Authorized by law or charter	outstandin	g	9,200 8,352	\$230,0 208,6	<b>80</b> 4
*Cost of	Pond		T	otal cost up	to
Land and land damages	gine and	car- nee bu	houses, shops ring expenses ilt by contract	Sept. 80, 1889 \$80,159 485,012	09
Total cost of road				\$565,171	_
2000 000 01 1000	•••••	• • • •	• • • • • • • • • • • • • • • • • • • •	, 4000,111	
Income Account for Year E	inding Se	pte	mber 30, 1889	<b>.</b>	
Gross earnings from operation	• • • • • • • • • • • • • • • • • • • •			\$5,171 10,566	
Net loss from operation	• • • • • • • • • • • • •			\$5,894	_
					81
Charges against income, as follows, viz.: Interest on floating debt due and accrued				8,714	
Charges against income, as follows, viz.: Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.		••••	• • • • • • • • • • • • • • • • • • • •		20
Interest on floating debt due and accrued	•••••	rat	•••••••	\$9,109	20
t Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local	Passenge	rat or.	Freight.	\$9,109	20
Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.	Passenge	ent or.	ing Expenses	\$9,109 Total.	20 01
t Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local	Passenge \$741 1,812	rat or.	Freight.  \$1,270.78 1,346.88	\$9,109 Total.	20 01 66 04
Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local	Passonge \$741 1,812 \$2,554	rat or.	Freight. \$1,270 78 1,346 88	Total.  \$2,617 } 2,554	20 01 66 04
Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, local  Total gross earnings  OPERATING	Passenge \$741 1.812 \$2.554	13 91 04	Freight.  \$1,270 78 1,346 88	Total.  \$2,617  2,554  \$5,171	20 01 66 04 70
Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, through Total gross earnings  OPERATING  Maintenance of way and structures : Repairs of bridges (including culverts and	Passenge \$741 1,812 \$2,554 Expenses.	13 91 04	Freight. \$1,270 78 1,346 88	Total.  \$2,617 } 2,554	20 01 66 04 70
Interest on floating debt due and accrued  † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, through Passenger, local  Total gross earnings  OPERATING  Maintenance of way and structures : Repairs of roadbed  Repairs of roadbed  Repairs of roadbed  Repairs of including culverts and cattle-guards	Passenge Passenge \$741 1,812 \$2,554 EXPENSES, \$1,596	13 91 04	Freight.  \$1,270 78 1,346 88	Total.  \$2,617  \$2,554  \$5,171	20 01 66 04 70
Interest on floating debt due and accrued † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, through Total gross earnings  OPERATING  Maintenance of way and structures : Repairs of bridges (including culverts and	Passonge Passonge \$741 1,812 \$2,554 EXPENSES. \$1,596	13 91 04	Freight. \$1,270 78 1,346 88 \$2,617 66	Total.  \$2,617  \$2,554  \$5,171	20 01 66 04 70
Freight, through Passenger, through Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of bridges (including culverts and cattle-guards)  Other expenses for maintenance of way and	Passonge Passonge \$741 1,812 \$2,554 EXPENSES. \$1,596	13 91 04 87 31	Freight. \$1,270 78 1,346 88  \$2,617 66	Total.  \$2,617  \$2,554  \$5,171  \$3,691	20 01 66 04 70 00 00
Freight, through Freight, through Passenger, through Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of roadbed Repairs of roadbed Cher expenses for maintenance of way and structures.  Total  Maintenance of eminment:	Passenge \$741 1,812 \$2,554 EXPENSES. \$1,596	57 87 31 75	Freight. \$1,270 78 1,346 88  \$2,617 66  \$2,094 93 1 13 106 69 \$2,202 75	Total.  \$2,617  \$2,554  \$5,171  \$3,691  2  178  \$3,871	20 01 66 04 70 50 00 50
Interest on floating debt due and accrued.  † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, through Passenger, local.  Total gross earnings  OPERATING  Maintenance of way and structures: Repairs of roadbed. Repairs of bridges (including culverts and cattle-guards)  Cther expenses for maintenance of way and structures.  Total  Maintenance of equipment: Repairs of locomotives. Repairs of cars.	Passenge Passenge \$741 1,812 \$2,854 EXPENSES, \$1,596 71 \$1,668	57 87 31 75	### Freight.  #### \$1,270 78	**************************************	20 01 66 04 70 00 00 50 28 30
Interest on floating debt due and accrued.  † Deficit for year ending September 30, 1889.  Analysis of Gross Earnings  Freight, through Freight, local Passenger, through Passenger, local  Total gross earnings.  OPERATING  Maintenance of way and structures: Repairs of bridges (including oulverts and cattle-guards)  Other expenses for maintenance of way and structures.  Total  Maintenance of equipment: Repairs of locomotives.	Passenge Passenge \$741 1,812 \$2,854 EXPENSES, \$1,596 71 \$1,668	57 87 31 75 46 82 58	### Freight.  #1,270 78 1,346 88  #2,617 66  #2,094 98 1 13 106 69 #2,202 75	**************************************	20 01 66 04 70 50 00 50 28 30 43

<sup>\*</sup>The equipment is furnished by the lessees.

<sup>†</sup> Paid by lessees.

# Analysis of Gross Earnings and Operating Expenses—(Continued).

Passenger. Freight.

\$572.214 97

	_ 000000	.	1104611	-	1
Conducting transportation:	<del></del>				i
Wages of conductors and men	2354	36 İ	8464	97	ME 6500
Wages of engineers and firemen	327			00	46.6
Fuel for locomotives	* 587	29	927	90	1.513 19
Oil and waste	8		12	58	27
Water supply	33	67	53	81	97 €
Other train supplies or expenses	144	25	189	28	223 22
Wages of station agents and clerks	472	58	620	10	1.092 🖷
Station supplies	219	57	288	12	54F @
tion	173	00	227	00	400 80
Total	\$2,320	24	\$3,302	76	\$5.02 3
Grand total operating expenses	\$4,431	85	\$6,134	66	\$10,566 51
General Balance Shee	t Septemb	or 30	, 1889.		
Ass	ers.		-		
Cost of road		••••	• • • • • • • • • •	• • • •	<b>\$565</b> ,171 %
Open accounts	••••••			• • • • •	7,043 90
					<b>\$572.214</b> £
Liarii	מא דייי				
Capital stock	ITIES.				9900 900 #
Capital stock	ITIES.		• • • • • • • • • • • • • • • • • • • •		\$208,809 60
Capital stock					

#### Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	69.544	1,653 35,741 1,188 17,273	6.419 105,265 10.071 188,415
Passenger train mileage			7,847 9,333 300
Total train mileage			16,990

Ітем.	Earnings.	Expenses.	Loss
Passenger earnings and expenses (including mail, express and miscellaneous earnings).  Average per passenger carried  Average per passenger per mile  Average per passenger train per mile  Freight earnings and expenses (including miscellaneous earnings).  Average per ton of freight carried  Average per ton of freight per mile  Average per freight train per mile	\$2,554 04 40 0242 34 2,617 68 26 0139 27	\$4,431 85 69 0421 60 6,134 66 61 0326 63	\$1,877 81 29 0179 26 3,517 00 35 0187

ITEM.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	2.07	Cents. 2.61	Cents.
ing freight, all classes	.7	7.7	1.39

# United States and Canada.

#### Description of Road.

Track.		Miles own in N. Y.	
Main line from International boundary to Massena Spring 3idings and turnouts on main line	s. single trac	ek.	22.18 .79
Grand total of tracks, sidings and turnouts	······		22.97
Laid with steel rail, main line			22.97
Weight of rails per yard—steel, 56 lbs.; gauge of track, 4	feet 8% inch	.es.	
Parameter	ENTIRE LIN		YORK
Bridges.	Number.	Aggre	
			774
Wooden bridges		4 <sup>1</sup> 9	Feet. 417 781

The passenger cars on this road are equipped with Westinghouse air brake and Miller coupler. Freight cars are equipped with hand brake and ordinary coupler.

The switches in use on this line are the ordinary pattern.

#### Miscellaneous Statistics.

ITEM.		Entire line in N. Y. State.
Highway crossings at grade without protection	••••	21
The passenger cars on this road are heated with Baker heaters, lig and have ordinary ventilators.  The Canadian Express Company runs over this line; terms not yet		

#### DESCRIPTION OF FREIGHT MOVED.

ITEM	Tonnage.	Per cent.
FlourGrain	22	
Meats and provisions	520 30	5.2
Lumber Coal and coke	96	63.3
Manufactures All other merchandise.	576	5.6
All other agricultural products.	1,567	15.6
Total	10,071	100

#### EMPLOYEES.

Average number of persons employed (including officials) during nine months...

Aggregate amount of salaries and wages paid them during nine months...

31 \$7,417 51

#### Officers of the Company.

Name.	Title.	Official Address.
S. W. FOSTER.  JAMES Y. CAMEBON	President	Fort Covington, N. Y.
R. Wright	Secretary	Fort Covington, N. Y. Montreal, Canada.
E. P. HANNAPORD,	Chief Engineer	Montreal, Canada.

Directors of the Company.	•
Name.	Residence.
S. W. FOSTER.	Fort Covington, N. Y.
A. M. Mears	Helena, N. Y.
J. A. Jacobs	Helena, N. Y.
F. Shields	Bombay, N. Y.
E. G. Reynolds	Bombay, N. Y.
W. R. STEARNS	Massena. N. Y.
W. H. PADDOCK	Massena, N. Y.
J. O. Bridges	Massena, N. Y.
H. W. CLARK	Massena, N. Y.
WILLIAM GILLIB	Fort Covington, N.X.
James McFee	Fort Covington, N.11.
D. E. DINEEN.	Fort Covington, N. Y.
W. Wainbight	Montreal, Canada.
Title of company, United States and Canada Railroad Compa General offices at Montreal, Canada. Date of close of fiscal year, December 31.	any.
Date of stockholders' annual meeting, second Wednesday in For information concerning this report, address Robert Wris	May. ght, Treasurer.

## UTICA AND BLACK RIVER.

LESSOR.

LESSEE-BOME, WATERTOWN AND OGDENSBURG.

(Date of charter, January 29, 1886.)

## Capital Stock and Funded Debt.

CAPITAL STOCK.

•	00	MMON.	Cash realized		
	No. of shares.	Par value.	on amount outstanding.		
Authorized by law or charter	80,000	\$8,000,000			
Issued for actual cash	15,082 7,198	\$1,508,200 719,800	\$1,515,200 00 617,820 22		
Total now outstanding	22,280	\$2,223,000	\$2,183,629 22		

### FUNDED DEBT.

		ears.		interest.			Cash real-
Designation of Lien.	Date.	Тегш, уе	Rate.	When payable.	Amount author- ized.	Amount outstand- ing.	ized on amount outstand- ing.
Utica and Black River first mort- gage bonds		10	p. c.	Jan. & July	\$200,000	\$200,000	\$300,000 00
Utica and Black River mortgage bonds		20	7	Jan. & July	957,000	907,000	855,215 26
Black River and Morristown first mortgage bonds. Clayton and The-	Jan. 1, 1874	20	7	Jan. & July	500,000	500,000	461,400 45
resa first mort- gage bonds Ogdensburg and	July 1, 1873	25	7	Jan. & July	200,000	200,000	207,132 50
Morristown first mortgage bonds.		8	5	Jan. & July	148,000	143,000	143,000 🕶
Total					\$2,000,000	\$1,950,000	\$1,866,748 21

## Ution and Black River.

Cost of Road and Equipment.	
Road.	Fotal cost up to Sept. 30, 1889.
Grading, masonry and ballast	. \$1,842,164 47
Bridges	. 155,166 47 . 291,964 46
Rails	855.365.22
Bridges. Superstructure (including ties). Rails Land and land damages. Fences. Passenger and freight stations.	855,365 22 317,355 78
ences	111,587 18
Passenger and treight stations	114,330 09 34,868 53
Fuel and water stations	3,934 64 187,966 79
Engineering expenses	. 187,966 79
Telegraph line.	814,000 00 15,750 00
Snops, machinery and tools Fuel and water stations Engineering expenses Purchase of constructed road Telegraph line Wharfing	4,500 00
Total cost of road	. \$3,742,650 26
EQUIPMENT.	
Locomotives.	. \$246,761 89
Mail heggega and avaress care	. 104,000 00 . 22,174 01
Locomotives.  Passenger cars  Mail, baggage and express cars  Freight and other cars	252,636 75
Total cost of equipment	
Grand total cost of road and equipment	
CITALLY WILL CODY OF TOWN BLU OUR PROPERTY.	
Income Account for Year Ending September 30, 188	D.
* Annual proceeds from lease Interest	. \$1,500 00 . 54 00
Gross income from all sources	\$4,554 00 3,368 74
Surplus for year ending September 30, 1889	. \$1,185 29
General Income Account.	
Surplus for year ending September 30, 1889	
Total surplus September 30, 1889	. \$171,628 52
General Balance Sheet September 30, 1889.	
ABSETS.	** *** *** **
Cost of road	. \$3,742,650 25 . 625,572 15
Ourrent assets, as follows, viz.:	
Cash on hand \$3,114 1 Open accounts 7,947 5	0
Open accounts	- 10,461 64
·	\$4,378,684 04
T	
Capital stock	. \$2,223,000 00
Funded debt	1,960,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued. Open accounts. Profit and loss (surplus)	. 83,690 08
Open accounts	. 365 52 171.628 52
Front and loss (surplus)	. 171,026 52
	\$4,878,684 04
Officers of the Company.	
Name. Title. Office	ial Address.
John Thorn President Utic	ea, N. Y.
JOHN F. MAYNARD	3a, N. Y.
JOHN THORN President Utic JOHN F. MAYNARD Vice-President Utic OHARLES PARSONS, Jr. Second Vice-President Nev WILLIAM E. HOPKINS Treasurer Nov STEPHEN A. LIATHBOP Secretary Nev	y York city. y York city. y York city.

<sup>\*</sup>For further rental paid this company, see report of Rome, Watertown and Ogdensburg Railroad,  $ante.-R.\ R.\ Commissioners.$ 

Directors of the Company.	
Name.	Residence.
John Thorn	Utica, N. Y.
JOHN F. MAYNARD	Utica., N. Y.
John M. Crouse	Utica. N. Y.
WM. M. WHITE	Utica, N. Y.
Charles Parsons	New York city.
Charles Parsons, Jr	New York city.
EDWIN PARSONS	New York city.
George Parsons	
CLARENCE S. DAY	New York city.
WM. LUMMIS	New York city.
Walton Ferguson	New York city.
J. Q. A. Johnson	New York city.
John S. Farlow	Boston. Mass.
Pitle of company The Litics and Risch River Railroad Company	

Title of company. The Utica and Black River Bailroad Company. General offices at Utica, N. Y. Date of close of fiscal year, September 30. For information concerning this report, address John Thorn, President.

## UTICA, CHENANGO AND SUSQEHANNA VALLEY.

LESSOR.

### LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, January 11, 1866.)

For history of organization, see Report of 1885.

### Capital Stock.

	003403	CON.
•	No. of shares.	Par value.
Authorized by law or charter and now outstanding	40,000	\$4,000,000
Number of stockholders	' ' 	975
Cost of Road and Equipmen		
ROAD.	T	otal cost up to Sept. 30, 1889.
Grading, masonry and ballast		\$1,228,444 36 204,799 76 1,440,628 97 549,833 66
Passenger and freight stations. Engine and car houses. Shops, machinery and tools.	•••••••	114,634 70 63,668 32 25,476 61
Engineering expenses	••••••	371,475 T7 *4,926 89
Total cost of road	•••••••	\$3,994,008 16
EQUIPMENT.		
Locomotives	•••••••	\$132,920 42 95,552 06
Total cost of equipment	•••••	\$228,472 48
Grand total cost of road and equipment	•	84,222,478 64

UTIOA, CH	ienango and	Susquehai	NA V	ALLEY	ζ.	617
Income Acco	ount for Year l				n	0,000 00
Genera	l Balance She	•	30, 19	89.		
Cost of road Cost of gequipment	Ass	ets.	· · · · · · · · · · · · · · · · · · ·	• • • • • • • •	. \$3,99	4,006 16 8,472 48
•		•			\$1,22	2,478 64
Capital stock	ws. viz.:		••••••		. \$4,00	0,000 00 2,478 64
2 40 105500 101_Guvancos	,	••••••••••		•••••		2,478 64
Desc	ription of Ros	d and Equip	ment.		files own	ned, all
Main line from Greene to U Branches or other roads, sin	tica, single trac	k				75.66 21.75
Total single track	•••••	••••		• • • • • • • •		97.41
Sidings and turnouts on ma Sidings and turnouts on bra		roads		• • • • • • • • • • • • • • • • • • • •		22.37 3.68
Total sidings and turno	uts		• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		26.05
Grand total of tracks, sidin	gs and turnoute	3		• • • • • • • •		123.46
Laid with steel rail, main li Laid with steel rail, branche	ne es or other road	S	• • • • • • • • • • • • • • • • • • • •		•	75.66 21.75
DET	AILS OF BRANCE	es or Other 1	ROADS.			
Name of Branch or Road.	From	То		Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Richfield Springs	Cassville June	t Richfield S	prings	21.75	Owned	21.75
				·	<del>i</del>	
•	•		ENTI	RE LINE	IN NEW	YORK
BR	idges.		Nui	nber.	Aggr	egate rth.
Iron bridges	••••••	•••••		29 23 26 78		Feet. 2,176 349 1,764 4,289

## Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	9 13	99,300 9,000	180,800 186,000	15 15	9 13	
Total	22			•••••	22	,
First-class passenger cars	12 5	\$4,500 2,600	57,600 38,000			19
Total	17		• • • • • • • • • • • • • • • • • • • •		17	17
Caboose, 4-wheel cars	7 3 44	\$450 800 100	9,000 85,000	10 10 10		
Total	54					

Westinghouse air brake and Miller coupler are used on passenger cars; hand brake and link coupler on freight cars.

Wharton and split switches are in use on entire line.

#### Miscellaneous Statistics.

	ITEM.		Entire line in N. Y. State.
Length of steel rails laid during Railroads crossing road at grade Railroad crossing road over or u			3
Highway crossings at grade with Highway crossings at grade prot	out protectionected by gates or flagn	nen	10
Highway crossing over or under Overhead obstruction less than t	gradewenty feet above track	• • • • • • • • • • • • • • • • • • • •	i

Passenger cars are heated, since December 1, 1888, by steam heat under the  $^{\rm Gold}$  system, lighted by oil lamps and ventilated by transom ventilators.

### Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	ce-Presidenteasurer cretary neral Manager	26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. 26 Exchange place, N. Y. city. Scranton, Pa.

#### Directors of the Company,

Residence.
Utica, N. Y. Waterville, N. Y.
Waterville, N. Y.
New York city.
New York city.
Roseville, N. J.
New York city.
New York city. New York city.
New York city.
New York city.
East Orange, N.
Somerville, N.J.
Waterville, N. Y.

Title of company, Utica, Chenango and Susquehanna Valley Railway, Company.
General offices at Utica, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in December.
For information concerning this report, address Fred F. Chambers, Secretary fand Auditor, Delaware, Lackawanna and Western Railroad, 26 Exchange place, New York city.

### UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSEE -- DELAWARE AND HUDSON CANAL COMPANY. OPERATED BY NEW YORK, ONTARIO AND WESTERN. (Date of charter, March 25, 1868.)

For history of organization, see Report of 1888.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

			•			<u> </u>	COMMON.		
							No. of shares.	Par value.	
Authorized by law or charter. Issued on account of constru	ction a	nd n	ow o	itatan	ding	-	10,000 8,492	\$1,000,000 849,285	
	1	Funi	DED ]	DEBT.					
<b>D</b>		years.	:	INT	tries7		Amount	Amount	
DESIGNATION OF LIEN.	Date.	Term,	When payable		yable	authorized	l. outstand- ing.		
tUtica and Waterville	1866	20	p.c.	Jan.	and	July	\$200,000	\$200,000	
Utica, Clinton and Bingham- ton	1870	20	7	Jan.	and	July	800,000	800,000	
Utica, Clinton and Bingham- ton	1871	20	7	Jan.	and	July	200,000	200,000	
Utica, Clinton and Bingham- ton	1872	10	7	Jan.	and	July	100,000	100,000	
Total	: , •••••	}•••		!   •••••			\$800,000	\$800,000	
		 Cost	of I	load.	=	-2-7	<u></u>	<u> </u>	
§ Total cost of road up to Sept Overcrossing extension to Bla	ember ck Rive	30, 18 er fa	89 ilroa	à			••••••	\$1,689,285 06 51,281 40	
Grand total cost of road	••••			• • • • • •	••••			\$1,690,566 40	

<sup>\*</sup>Two hundred thousand of this was issued to the city of Utica, guaranteed five per cent per annum, for municipal aid.
†Extended to January 1, 1990, at six per cent; one thousand dollars of this issue owned by the company.
‡Extended to January 1, 1990, at six per cent; four thousand dollars of this issue owned by the company.
‡This includes cost of both surface steam and surface street roads, no separate accounts of construction having been kept.

Income Account for Year Ending September 30, 1889.	•
Rental staam road from lessee	\$70,000 DI
Organization expenses from lessee *Rental street surface road	15,000 & £1 &
Total gross income from all sources	\$85,561 D
Deductions from income, as follows, riz.   Interest on funded debt due and accrued   \$52,700 00   Taxes on earnings and capital stock   \$59 96   Attorneys' fees   \$50 00   Guarantes to city of Utica   10,000 00   Redeemed from tax sale   712 63   Contingent expenses   112 77   Salaries   1,500 00	66,015 ≇
Net income from all sources	
Surplus for year ending September 30, 1889	\$101 74
General Income Account.	
Surplus for year ending September 30, 1889	\$191 74 58,269 %
- Total surplus September 30, 1889	\$58,371,60
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$1,639,285 00 51,281 40
Other permanent investments, as follows, viz.: Bonds of this company	5,000 00
Current assets, as follows, viz.:       \$10,265       20         Cash on hand	
<del></del>	27,765 30
-	\$1,723,331 60
Capital stock	\$649,385 00
Capital stock. Capital stock, guaranteed five per cent. Funded debt	200,000 00 800,000 00
Ourrent liabilities, as follows, viz.:  Interest on funded debt due and accrued, one-quarter.  Sundries, one-quarter of guarantee to city of Utica.  Profit and loss (surplus).	13,175 00 2,500 00 58,371 60
·	\$1,723,381 60
Officers of the Company,	
Name. Title. Official	Address.
JAS. I. SCOLLARD. President Clinton. GEO. B. PHELPS Vice-President. Watert. ROBT. S. WILLIAMS Secretary and Treasurer. Utica, N	N. Y. Swn, N. Y. J. Y.
Directors of the Company.  Name. Residence.	
JAS. I. SCOLLARD. Clinton. N. 1 CHAS. H. SMYTHE. Clinton. N. 1 ELLIOTT S. WILLIAMS Clinton. N. 1 GEO. B. PHELPS Watertown. FRANK D. BEBEE Hamilton. N. ALBERT N. SHELDON Hamilton. N. ALLEN CURTISS. Madison. N. ALLEN W. REYNOLDS Oriskany F. JOHN W. Lippitt Solsville. N. JOHN W. Lippitt Solsville. N. GEO. W. ADAMS Utica. N. Y. WM. M. STORES. Utica. N. Y. ROBT. S. WILLIAMS. Utica, N. Y.	Y. Y. N. Y. I. Y. I. Y. Y. Alls, N. Y.

<sup>\*</sup> Rental paid half yearly in advance.

Title of company, Utica, Clinton and Binghamton Railroad Company. General offices at Utica, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in January.
For information concerning this report, address R. S. Williams, Secretary.

## UTICA, CLINTON AND BINGHAMTON AND ROME AND CLINTON.

#### LESSEES.

Income Account for Year Ending September 30, 1889.

Gross earnings from operation	s)	• • • • • • • • • • • • • • • • • • • •	\$236,558 154,891	
Rentals	1		\$82,167 00 00	45
			<u>83,40</u> 0	00
*Deficit for year ending September 30, 18	89	• • • • • • • • • • • • • • • • • • • •	\$1,232	55
DETAILED STATES	EENT OF REN	TALS.		
Annual rental paid to the Delaware and H (original lessee) of the Utica, Clinton and Clinton railroads	Binghamto	n and Rome	and	000
Analysis of Gross Earning	and Oper	ating Expe	nses.	
EARN	ings.			
	Passenger	1		
Freight, local Passengers, local Mail Express Miscellaneous, as follows, viz:	\$56,647 4 2.865 9	\$167,764	57 \$167,764 56,647 2,865 4,878	42 90
Telegraph \$208 79 Sundries 4,199 18	666 9	3,740	98 4,407	92
Total gross earnings	\$65,058 8	\$171,505	55 \$286,558	92
Operating	Expenses.			_
Maintenance of way and structures: Repairs of track	\$4,273 2	\$23,295	92 827,569	13
cattle-guards)	670 8			
Repairs of stations, shops, docks, etc Repairs of fences	152 2		79 982	
Other expenses for maintenance of way and structures	828 9	4,517	12 5,346	06
Total	\$6,020 6	\$32,820	43 \$38,841	10
Maintenance of equipment: Repairs of locomotives. Repairs of cars. Repairs of machinery and tools Other expenses for maintenance of equipment.	2,776 1 928 3	3 8,210 8 1,946	11 10,986 96 2,875	24 34
Total				
4 CMO	#1,71 <b>9</b> /	are 2001	44 - 472,207	-

<sup>\*</sup>Carried into the "Income Account" of the New York, Ontario and Western Railroad Company.

## Analysis of Gross Earnings and Operating Expenses — (Continued).

'	Passenger	Freight		Total.
**Conducting transportation:				
Wages of conductors and men	\$5,481 9	5 99,283	51	\$14,714 76
Wages of engineers and firemen	4,994 (	8,412	81	13.406 9
Fuel for locomotives	5,408 7	0 16,724	65	22,133 #
Oil and waste	606 1	0 1,191	45	1.797 🛭
Water supply	229 2	6 1,249	85	1.479 1
Other train supplies or expenses	279 8			1,902 1
wages for labor at stations	1,744 1	4 9.508	40	11.257 5
Station supplies	727 2			2.447 %
Wages of watchmen, flagmen and switch-			1	
men	921 8	7 5.024	. 06	5.945 @
Other expenses for conducting transporta-			i	
tion	2,005 4	0 3,596	89	5,600 7
Total	\$22,897	8 \$58,182	69	\$80,579 17
General expenses : \		<del></del>		
Salaries of general officers and clerks	\$2,235 0	0   \$3,765	00	\$6,000 W
Stationery, printing, outside agencies and	480.0			
advertisingLoss and damage of freight and baggage,	178 8	IU   3U1	20	480 66
Loss and damage of freight and baggage,				
and damage to cattle and property	81 0		00	200 0
Injuries to persons Telegraph maintenance and operation	83 2		25	233 5
Telegraph maintenance and operation	543 2			3,504 8
Other general expenses	142 1	2 150	19	297 31
Total	93,213 4	3 \$7,49	26	\$10,705 Ø
Grand total operating expenses	839,045 9	7 \$115,344	50	\$154.391 47

· Traffic and Mileage Statistics.	
Number of passengers carried Number of passengers carried one mile. Number of tons of freight carried Number of tons of freight carried one mile.	All local. 185,688 2,180,024 506,085 10,072,034
Passenger train mileage	54,057 91,106 1,879
	147,063

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried Average per passenger per mile Average per passenger train per mile Treight earnings and expenses (including	\$65,053 37	\$39,045 97	\$26,007 46
	3508	2103	14
	02984	01791	61193
	1 20	72	48
miscellaneous earnings). Average per ton of freight carried. Average per ton of freight per mile. Average per freight train per mile.	171,505 55	115,345 50	86,160 05
	8375	2270	1105
	01702	01145	98587
	1 88	1 26	62

1	ľ	E	М	١.

All local.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes....

Average rate received per mile per ton for carrying freight, all classes....

Cents. 2.598 1.665

## Description of Road and Equipment.

For all details (except as below) see report of New York, Ontario and Western, ante. Average life of rails—steel, 17 years, iron, 12 years; average life of ties, 8 years; weight of rails—steel, 62 lbs., iron, 58 lbs.; gauge of track, 4 feet 8% inches; ballasted with broken stone and gravel.

Para 222	ENTIRE LINE IN NEW YORK STATE.			
Bridges.	Number.	Aggregate length.		
Iron bridges	8 21 9	Feet. 1,101 1,093 2,021		
Total	38	4,21		

Automatic safety switches are used on about two-thirds of this line; ordinary stub switches on remainder.

#### Miscellaneous Statistics.

Minchien Statistics.	
ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, in connection with the Western Union Telegraph Company.  Length of steel rails laid during year in repairs, miles Railroad crossing road at grade Highway crossings at grade without protection.  Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade.  Overhead obstructions less than twenty feet above track.	88.63 4.503 1 50 8 5

The National Express Company runs over this line, paying from forty to fifty per cent of the gross receipts for transportation.

The rate of compensation for carrying the United States mail is fixed by the post-office department, and depends upon the weight of mail carried and the facilities furnished.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
flour	692	.14
Frain	2,517	.5
Meats and provisions	1,828	.30
Live stock	98 5,729	1.14
Lumber Pig and bar iron and steel	33,565	6.67
fron or other ores.	120,485	23.96
Coal and coke	261,279	51.93
Petroleum and other oils	787	.15
Shipments of manufactured goods received by railroad com-		
panies within this State from manufactories within this State.	11,557	2.3
All other manufactures	2,928	.58
All other merchandise	8,237	1.64
All other agricultural products	12,085 41,348	2.4 8.22
ALL OWNER WITHOUS HOLINGIANS ADOVE	11,010	0,22
Total	503.085	100

### EMPLOYEES.

Average number of persons employed (including officials) during year	156
Aggregate amount of salaries and wages paid them during year	\$81,182 90

For information concerning this report, address Richard D. Rickard, Secretary and Treasurer of the New York, Ontario and Western Railway Company, 16 and 18 Exchange place, New York city.

## VALLEY.

## LESSOR.

## LESSEE - DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 4, 1869.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

						COMMON.		
	•				No. of	shares.	Par value.	
Authorized by law or charter						7,500	\$750,00	
Issued for actual cash Issued on account of construc	tion	• • • • • •			1	590 6,910	\$59,00 691,00	
Total now outstanding						7,500	\$760,00	
Number of stockholders					•••••		6	
	Funi	DED I	EBT	·.				
		years.	- !	INTERE	ST.	Amoui		
DESIGNATION OF LIEN.	Date.	En. Date.	Term,	Rate.	Wh		authorized.	
First mortgage bonds	Aug. 1, 188	1 30	p.c.	Feb. an	d Aug.	\$500,0	8400,000	
Co	st of Road	- l and	Eg	ulpme:	nt.		_ <del></del>	
Ro	AD.				durin ending	ons or ments g year g Sept.	Total cost of road and equipment up to Sept. 30, 1889.	
Grading, masonry and ballast Bridges Superstructure, (including the Land	s) and rails					\$247 44	\$537,222 06 146,697 72 282,972 19	
Land damages and fences Passenger and freight station Engineering expenses Telegraph line	g.						93,539 55 5,652 85 33,872 84 238 72	
Total cost of road	•••••	• • • • • •	••••	·········		\$247 44	\$1,100,195 45	
Equip	eent.					<del></del>	960,000 00	
Freight and other cars	• • • • • • • • • • • • • • • • • • • •	• • • • • •		• • • • • • • • •		• • • • • •	#0010rg an	

<sup>\*</sup>Issued and delivered to lessee at par for advances made.

## VALLEY.

Income Account for Year Ending Septe					
Rental paid by lessee: Twelve months' interest on stock Twelve months' interest on bonds	•••••			87,500 00 20,000 00	
• ,				57,500 00	
General Balance Sheet September	30, 18	89.			
Assets.			<b>41</b> 1	00 105 45	
Cost of requipment.	•••••	••••••	•	00,195 45 60,000 00	
			\$1,1	80,195 45	
Capital stock LIABILITIES. Funded debt.			\$7	50,000 00 00,000 00	
Ourrent liabilities, as follows, viz.:  Due lessee for advances			:	10,195 45	
			\$1.10	30,195 45	
Description of Road and Equip	ment				
TRACE.  Main line from Pennsylvania State line to Binghamton, size	•		owned N. Y.	les 1, all in State. 11.64	
Second track on main line				11.64 3.00	
Grand total of tracks, sidings and turnouts	• • • • • • •		·· <u></u>	26.28	
Laid with steel rail, main line				23.26	
Bridges.	ENTI		IN NEW	YORK	
DAIOTES.	Number.		Aggregate length.		
Iron bridges		4		Feet. 984	
<u> </u>					
EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	
Box freight cars	100	\$600	28,100	19	
Common hand brake and link coupler are used on cars. Wharton and split switches are used on entire line.  Miscellaneous Statistics.  ITEM. Telegraph owned and operated by company, miles			Entire N. Y.	line in State.	
Telegraph owned and operated by company, miles	•••••		•	10 1	
Officers of the Company.		O#0=1=	1 <i>Addus</i> -	_	
Name.  Samuel Sloan President. Fred F. Chambers Secretary. A. D. Chambers Treasurer William F. Hallstead General Manager.  79	••••••	New I	l Addres York cit; York cit; York cit; Youk cit; ton, Pa.	s. y. y.	

Directors of the Company.	
Name.	Residence.
Samuel Sloan	
PERCY B. PYNE	New York city.
Fred F. Chambers	Somerville, N. J.
Benjamin G. Clarke	Jersey City, N. J.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
Benjamin A. Hegeman	Plainfield, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	. East Orange, N. J.
Louis P. Child	New York city.

Title of company, Valley Railroad Company.
General offices at Binghamton, N. Y.
Date of close of fiscal year, December 31.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, Delaware, Lackawanna and Western Railroad Company, 26 Exchange place.
New York city.

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## WALLKILL VALLEY.

(Date of charter, July 2, 1877.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	MON.	Cash realized
•	No. of shares.	Par value.	outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	3,300	\$330,000	\$330,000

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## FUNDED DEBT.

Number of stockholders.....

		STB.		INTEREST.			Cash
DESIGNATION OF LIEN.	Date.	Date		When payable.	Amount author- ized.	Amount oustand- ing.	realized on amount outstand- ing.
First mortg'e bds.	Aug. 1, 1877 Aug. 1, 1877		μ. c. 7 7	Jan.1 & July 1 Jan.1 & July 1	\$250,000 \$30,000	\$250,000 830,000	\$350,000
Total	······	• • • •			\$580,000	<b>858</b> 0 000	\$250,000

Cost of Road and Equipment.	Total cost up to September
ROAD.	30, 1889.
Grading, masonry and ballast	\$86,500 59 40,423 30
Bridges. Superstructure (including ties) and rails Land, land damages and fences Passenger and freight stations, engine and car houses, shops, machinery and tools	85,661 80 11,900 20
and tools	4,439 93
Engineering expenses	14.916 18
Cost of road and franchise	649,713 66
Total cost of road	\$893,545 08

## WALLKILL VALLEY.

EQUIPMENT.	
Locomotives	\$25,004 33 16,293 15 10,296 72
Total cost of equipment	\$51,594 20
Grand total cost of road and equipment	\$945,139 28
Income Account for Year Ending September 30, 1889.	
Gross earnings from operationLoss operating expenses (excluding all taxes)	\$141,892 05 100,979 97
Net earnings from operation	\$40,912 08
Income from other sources, as follows, viz.:	
Rents         \$16 50           Telegraph         984 74	1,001 24
Gross income from all sources.	\$41,913 32
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued         \$17,500 00           Taxes on property used in operation of road         5,348 81           Taxes on earnings and capital stock         49 50           Interest and discount         653 74	
-	23,550 05
Surplus for year ending September 30, 1889	\$18,863 27
General Income Account.	
Surplus for year ending September 30, 1889	\$18,363 27 63,491 39
Total deficit September 30, 1889	\$45,128 12

## Analysis of Gross Earnings and Operating Expenses.

### EARNINGS.

		Passenger.	Freight.	Total.
	5,097 47 5,621 75			
	8,529 46 6,931 67	•••••	\$90,719 22	\$90,719 22
Mail		\$45,461 18 1,956 36		45,461 18 1,956 36
Express  Miscellaneous, as follows, viz.:  Extra baggage, three months only	••••••	3,718 42	•••••	8,718 42
Extra baggage, three months only.	•••••••••••••	86 92	••• •••••	86 92
Total gross earnings		, \$51,172 88	\$90,719 22	\$141,892 05

### OPERATING EXPENSES.

V					
Maintenance of way and structures:					
Repairs of track	\$7,841	62	\$18,512	22	\$20,853 84
Repairs of roadbed	1.885	16	3.987	88	5,872 49
Repairs of roadbed	1				1
cattle guards)	3.765	88	7,169	25	10.984 58
Benairs of stations, shops, docks, etc.	834		545		880 32
Repairs of fences	1.944		2.728		4.678 43
Other expenses of maintenance of way and	-,	•	-,	•••	1,0.0 10
structures	159	49	458	20	617 63
		_	500		021 03
Total	\$15,480	<b>Q1</b>	\$28,401	40	\$43,832 29
- v.w	\$10,200	01	₩20,901	=0	\$20,032 XV
	1		i		1

## REPORT OF THE RAILROAD COMMISSIONERS.

## Analysis of Gross Earnings and Operating Expenses - (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:	·i		
Renairs of locomotives	\$1,448 28	\$2,968 35	\$4,416 9
Repairs of cars	622 26 92 78	1,549 06 70 92	2,171 \$
Repairs of cars. Repairs of machinery and tools. Other expenses for maintenance (f equipment.	272 78	448 76	163 6 721 4
Total	\$2,435 95	\$5,037 68	\$7,473 6
Conducting transportation: Wages of conductors and men			
Wages of engineers and firemen	\$2,656 72 1,728 76	\$4,543 51 5,020 07	\$7,200 0 6,748 \$
fuel for locomotives	2,810 52	8,795 50	11,606 @
Oil and waste	199 82	434 81	634 6
Water supply Other train supplies or expenses	245 26 90 85	609 65 269 24	944 9 360 0
wages of station agents and cierks	1.492 92	8,821 53	5,314 4
Wages for labor at stations	269 62	661 22	930 8
Station supplies	96 05 17 56	821 56 20 78	417 € 38 3
Other expenses for conducting transporta- tion	832 50	8,203 02	4.035 %
Total	\$10,440 58	\$27,790 89	\$38,251 €
<b>G</b>		<u>l</u>	
General expenses: Salaries of general officers and clerks	\$837 17	\$1,885 25	\$3,723 4
General office expenses and supplies	18 22	39 09	57 31
Stationery and printing	534 79 104 99	1,015 76 340 06	1,550 SI 445 G
Logal expenses. Loss and damage of freight and baggage Damage to cattle and property.	7 41	85 33	42 74
Damage to cattle and property	2000 800	30 80 920 20	40 SI 1,347 SI
balance)	1,388 17 422 66	2,112 28 1,415 02	3,500 40 1,837 60
Total	\$3,649 44	\$7,793 74	\$11,443 18
Grand total operating expenses	\$81,956 78	\$69,023 19	\$100,979 97
General Balance Shee  Assu Cost of road and equipment	ITS.		<b>\$</b> 945,139 28
Current assets, as fotlows, viz.:			
Cash on hand	• • • • • • • • • • • • • • • • • • • •	487 36	
Open accounts	· · · · · · · · · · · · · · · · · · ·	11,224 74	
Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •		56,221 95 45,128 12
		· -	\$1,046,489 35
Capital stock	ITIES.		\$330,000 00
Funded debt	· · · · · · · · · · · · · · · · · · ·	•••••	580,000 00
Current liabilities, as follows, viz.:			
Interest on funded debt due and accrued Audited vouchers and pay-rolls		15,493 20	
Open accounts	• • • • • • • • • • • • • • • • • • • •	67,306 15	136,489 35
			\$1,046,489 \$
		_	

## WALLKILL VALLEY.

## Traffic and Mileage Statistics.

- ·	Through.	Local.	Total.
Number of passengers carried	21,765	108,761	130,52
Number of passengers carried one mile Number of tons of freight carried	343,656	1,486,678 119,229	1,830,33
umber of tons of freight carried	85,419	119,229	154,64 8,606,76
Number of tons of freight carried one mile.	914,781	2,691,983	8,606,76
Passenger train mileage		1	78,749
Treight train mileage			21,078 28,271
Total train mileage			123,09
		<del></del>	
<del></del>		<del></del>	
ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including			
mail, express and miscellaneous earnings).	\$51,172 83 392	\$31,956 78 2448	\$19,216 05 147
Average per passenger carried	392 028	0175	1477 0100
Average per passenger train per mile	65	4059	244
Freight earnings and expenses (including)			
miscellaneous earnings)	90,719 22 5866	69,023 19 4463	21,696 08 140
Average per ton of freight per mile	0251	0191	006
Average per freight train per mile	4 804	8 275	1 029
		<u> </u>	
:- :- <del></del>			<u></u>
ITEM. Computed on earnings from carrying p sengers and freight only.	as- Throug	zh. Local.	Through and local.
Average rate received per mile for carrying sengers, all classes. Average rate received per mile per ton for co	Brry-	2.48	1
ing freight, all classes		2.44	2.51
Description of Rose	d and Equi		
			1
TBACK.	N11-		ies owned all n. Y. State.
Main line authorized from Montgomery to A	lb <b>any</b> , single		85.25
Main line authorized from Montgomery to A Main line lald, single track		track	85.25 82.881
Main line authorized from Montgomery to A Main line laid, single track	•••••	track	85.25 82.881 4.017
Main line authorized from Montgomery to A Main line lald, single track	uts	track	
Main line authorized from Montgomery to A Main line lald, single track Sidings and turnouts on main line	uts	track	85.25 82.881 4.017 86.898 32.881
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weigh	85.25 32.881 4.017 36.898 32.881 ht of rails per s., minimum
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weigh	85.25 32.883 4.017 36.898 32.881 ht of rails pers., minimum
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weigh	85.25 32.881 4.01 36.896 32.881 at of rails person, minimum
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weigh	85.25 32.83 4.01' 36.898 32.881 at of rails personal rails persona
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weigh maximum, 56 lb avel.  ENTIRE LINE STA	32.881 4.01' 36.896 32.881 ht of rails pers., minimum IN NEW YORK Aggregate length.  Feet. 1.05'
Main line authorized from Montgomery to A Main line laid, single track	uts	s, 8 years; weight maximum, 56 lb avel.  ENTIRE LINE STA	85.25 32.83 4.01' 36.898 32.881 at of rails personal rails persona

## REPORT OF THE RAILBOAD COMMISSIONERS.

## Description of Road and Equipment - (Continued).

Equipment.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	4	\$4,875	139,500		3	
First-class passenger cars		\$2,500 2,000	38,000 30,000	20	3	;
Total	5		·		5	
Box freight cars	11 4	\$430 350	20,000 16,000	15 15		
Total	15					

Westinghouse air brake and Miller hook coupler are used on passenger cars; hand brake and link and pin coupler are used on freight cars.
Wharton, split and stub switches are used on this road.

#### Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	35
Road constructed and opened for business, if any, during the year, miles.  Length of steel rails laid during the year in repairs, miles	.279 .113
Length of iron rails laid during the year in repairs, miles	.094
Highway crossings at grade without protection	47 1
Highway crossing over or under grade	5
Overhead obstruction less than twenty feet above track	1

Passenger cars are heated by Spear stoves; lighted with 300° kerosene oil and ventilated by roof ventilators.

The National Express Company runs over this line and pays the company arbitrary rates varying from eight to twenty-five cents per hundred pounds.
Rate of compensation for transportation of mails is fixed by the post-office department, and is based upon the weight of mail carried and facilities furnished.

### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour	650	.4
Grain	5,406	3.6
Meats and provisions	2,427	1.6
Live stock	281	<b>s</b>
Lumber	10,836	I
Pig and bar iron and steel	361 62	2
Iron or other ores	30,868	30
Petroleum and other oils.	328	
Shipments of manufactured goods received by railroad com-		
panies within this State from manufactories within this State		_
and all other manufactures	80,354	51 5.6
All other merchandise	8, <b>69</b> 2 7,276	3.0
All other agricultural products	7,157	1.4
All other articles not included above	1,101	4.0
Total	154,648	100

### ACCIDENTS.

	Injured.	Killed.	Total.
Employees	2	7 3	9
Total	2	10	12

#### EMPLOYEES.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	129
Aggregate amount of salaries and wages paid them	\$53,344 17

### Officers of the Company.

Name.	Title.	Official Address.
ASHBEL GREENE	President	5 Vanderbilt avenue, N. Y. city.
EDWARD V. W. ROSSITER	Secretary and Treas	Grand Central depot, N. Y. city.
JAMES D. LAYNG	General Mahager	5 Vanderbilt avenue, N. Y. city.

#### Directors of the Company.

Name.	Residence.
CHARLES H. COSTER	New York city.
Ashbel Greene	Tenafly, N. J.
WALTER KATTÉ	New York city.
HERBERT E. KINNEY	New York city.
James D. Layng	New York city.
LAWRENCE DEPEW	Detroit, Mich.
James W. Musson	New York city.
E. V. W. Rossiter	Flushing, L. I., N. Y.
JOSEPH B. ORD	
WILLIAM H. SANFORD	New York city.
ALBERT B. TAYLOB	Norwood, N. J.
DONALD B. TOUCEY	New York city.
WILLIAM C. TAYLOB	New York city.

Title of company, Wallkill Valley Railroad Company.
General offices at Grand Central depot, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in December.
For information concerning this report, address John Carstonsen, Comptreller.

### WAVERLY AND STATE LINE.

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### LESSOR.

LESSEE - PENNSYLVANIA AND NEW YORK CANAL AND RAILBOAD COMPANY.

(Date of charter, June 11, 1867.)

### Capital Stock.

No. of shares. Par value  Authorized by law or charter, issued for actual cash and		ООМ	MON.
Authorized by law or charter, issued for actual cash and			1
now outstanding	Authorized by law or charter, issued for actual cash and now outstanding	100	. \$10,000

### Cost of Road.

Tota	l cost of ro	ad up to Sep	ptember 30,	1889	\$64,398_06
------	--------------	--------------	-------------	------	-------------

## REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending Septemb	•
Income from rentals	
General Balance Sheet September 30,	1889.
Gost of road Assets.	
Liabilities.	
Oapital stock	\$10,000 00 54,398 05
	\$64.398 66
Description of Road and Equipmen	nt. Notice amond all
TRACK.	Miles owned, all in N. Y. State.
Main line from State line to Erie Junction, single track Second track main line Sidings and turnouts on main line	
Grand total of tracks, sidings and turnouts	
Laid with steel rail, main line	
Gauge of track, 4 feet 8% inches; ballasted with gravel.	
Officers of the Company.	
Name. Title.	Official Address.
ELISHA P. WILBUR. President. CHARLES HARTSHORNE Vice-President. ROBT. H. SAYRE Second Vice-President. JOHN B. GARRET Third Vice-President. JOHN R. FANSHAWE Secretary WM. C. ALDERSON Treasurer	South Bethlehem, Pa. Philadelphia. Pa. South Bethlehem, Pa. Philadelphia. Pa. Philadelphia. Pa. Philadelphia. Pa.
Directors of the Company.	D
Name. Elisha P. Wilbub Charles Habtshorne. Robert H. Sayre George M. Diven. William Stevenson John R. Fanshawe. John B. Garbett.	Philadelphia, Pa. South Bethlehem, Pa. Elmira, N. Y. Savre, Pa.
Title of company. Waverly and State Line Railway Company. General offices at 228 South Third street. Philadelphia, Pa. Date of close of fiscal year, September 30. Date of stockholders' annual meeting. November 15. For information concerning this report, address John R. Fan	

## WAVERLY AND STATE LINE.

LESSEE.

No report for 1889 received.

## WELLSVILLE, BOLIVAR AND ELDRED.

#### LESSOR.

## LESSEE - BRADFORD, ELDRED AND CUBA.

(Date of charter, April 29, 1881.)

### Capital Stock.

	сома	ton.
	No. of shares.	
*Authorized by law or charter	1,000	
Cost of Road.		
Total cost of road up to September 30, 1889	•••••••	\$405,410 00
General Balance Sheet September	30, 1889.	
Assets.		
Cost of road		\$412,400 6,990
·		\$419,390
•	:	
Capital stockLiabilities,	•••••	\$6,990
Unfunded debt, amount due B., E. and C. R. R. Co. for con	struction	412,400
	•	\$419,390
Officers of the Company		
Name. Title.	Officia	ıl Address.
R.G. TANTOR President	Bnffs	lo. N. Y.
GEORGE R. BLANCHARD Vice-President	New Y	ork city.
JOHN E. RANSOM Secretary	New Y	ork city.
THOMAS C. PLATT Receiver	New 1	ork city.
R. G. TAYLOR. President. GEORGE R. BLANCHARD. Vice-President. JOHN E. RANSOM. Secretary. B. W. SPENCER Treasurer. THOMAS C. PLATT Receiver. FRANK M. BAKEE Agent for Receiver and Au W. W. ATWOOD. Superintendent.	ditor Addis	on, N. Y.
w. w. Atwood Superintendent	Wells	VIII0, N. 1.
Directors of the Company		• •
Name.	Res	idence.
G. R. BLANCHARD E. S. BOWEN CHARLES G. ATTERBUEY JOHN J. CARTEE R. C. VILAS G. G. BARBER B. W. SPENGER D. O. DAY	New Y	ork city.
CHARLES G. ATTERBURY	New Y	ork city.
JOHN J. CARTER	Titus	ville, Pa.
C. G. BARBER	New Y	ork city.
B. W. SPENCER	Passa	ic, N. J.
D. O. DAY R. G. TAYLOB		
J. E. Ransom	Buffal	o, N. Y.
Title of company, Wellsville, Bolivar and Eldred Railros	d Company.	
General offices at 49 Broadway, New York city. For information concerning this report, address Frank	M Raker agent	for Receiver
Addison, N. Y.	THE PORTI GRANT	TOT TOCOLAGE.

<sup>\*</sup> None issued.

## WEST BROOKLYN.

### LESSOR.

## LESSEE - BROOKLYN, BATH AND WEST END.

(Date of charter, May 2, 1887.)

For history of organization, see Report of 1887.

## Capital Stock.

	COM	con.
	No. of shares.	Par value
Authorized by law or charter, issued for property and franchises, formerly of New York and Atlantic Railroad Company, and now outstanding.	400	\$40,0
Cost of Road.		
Total cost of road up to September 30, 1889		\$40,000
Income Account for Year Ending Septe	mber 30, 1889	•
Receipts from trackage.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock. Legal disbursements. Sundries.	\$13 05	\$2,409 6 1,085 7
Sumly for your ording September 20, 1990	<del></del> -	
Surplus for year ending September 30, 1889		91,001
General Income Account. Surplus for year ending September 30, 1889		\$1,404 <b>©</b> 1,114 <sup>3</sup>
Total surplus September 30, 1889	-	\$2,518 %
General Balance Sheet September	30, 1889.	
A carere		
Cost of road	•••••••••••••••••••••••••••••••••••••••	\$40,000 00 2,518 30
		\$42,518 %
Capital stock		\$40,000 00 2,518 36
•	•	\$12,518 %
Officers of the Company.	•	
Name Title	Official Addres	ss.
J. ABCHIBALD MUBBAY	21 Broad street, New York city. New York city.	N. Y. city.
Directors of the Company		
Name. W. Bayard Cutting. John W. Ambrose. J. Archibald Mubray. WM. A. Stephens. Middleton S. Burrill. J. K. Gapen. Samuel K. Holman	Residence. New York city. New York city. New York city. New York city. New York city. New York city. Replaced the city. New York city. Replaced the city. Replaced the city. Replaced the city. Replaced the city. Replaced the city.	r <b>.</b>

## WEST BROOKLYN.

Title of company, The West Brooklyn Railroad Company.
General offices at 21 Broad street, New York city.
Date of close of fiscal year, May 1.
Date of stockholders' annual meeting, last Wednesday in April.
For information concerning this report, address J. Archibald Murray, President.

### WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, November 27, 1887.)

For history of organization, see Report of 1888.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	MON.
•	No. of shares.	Par value.
Authorized by law or charter, issued for reorganization and now outstanding	300,000	\$30,000,000

#### FUNDED DEBT.

		years.		INTEREST.			Cash
Designation of Lien.	Date.	Term, ye	Bate.	When payable.	Amount author- ized.	Amount outstand- ing.	realized on amount outstand- ing.
First mortg'e bds. First mortg'e bds.	Dec. 1, 1887	50	p. c. 5	Jan. 1. July 1	\$10,000,000	\$8,700,000	\$8,700,000
(Warren and Franklin) Second mort bds Second mortgage	Dec. 1, 1865 Dec. 1, 1887	80 40	7	Feb. 1, Aug. 1 April 1, Oct. 1	1,500,000 20,000,000	900,000 20,000,000	800,000 20,000,000
debenture bds	•••••	20	5	April 1, Oct. 1		884,000	334,000
Total			••••			\$29,834,000	\$29,884,000

### Cost of Road and Equipment.

	ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Superstructure (includin Rails. Land. Fences. Passenger and freight st Engine and car houses	ations	93,559 84 35,132 10 96,846 92 2,517 87 50,958 38 12,127 84	

<sup>\*</sup>Interest, if paid in scrip, 5 per cent for five years; if paid in cash, 3 per cent for ten years, and 4 per cent thereafter.

## Cost of Road and Equipment - (Continued).

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Fuel and water stations Second track between Olean and Hinsdale Non-convertible income scrip. Cost of road as reported up to September 30, 1888	\$15,810 07 49,619 45 17,245 00	\$57,955,435 <b>6</b>
Total cost of road	\$425,292 49	\$58,880,717 H
EQUIPMENT.		
Locomotives	1.961.31 /	\$2,156,923 8
Total cost of equipment	\$629,151 16	\$2,786,074 %
Grand total cost of road and equipment	\$1,054,443 65	\$61.166,792 #
Gross income from all sources.  Deductions from income, as follows, viz.:  Interest on first mortgage bonds due and accrued	\$480,730 24 65,000 69 86,801 54 4,063 18 23,863 61	9687,322 U
Interest, discount and commissions		661,348 45
Surplus for year ending September 30, 1889		\$25,973 66
General Income Account.		
Surplus for year ending September 30, 1889		\$25,973 66 227,170 83 2,177 14 4,020 00
Leases. Interest on second mortgage bonds charged back to de mortgage bond interest account.	ferred second	1,383 <b>6</b> 812,722 29
Less the following items:	•	\$1,074,047 42
Discount of first mortgage bonds sold	\$30,228 75 \$1,961 66 8,975 44	
		76,065 85
Total surplus September 30, 1889		\$997,981 57
DETAILED STATEMENT OF RENTAI	LB.	
Lake Shore and Michigan Southern Railway New York, Lake Erie and Western Railroad Philadelphia and Erie Railroad	•••••••	\$32,356 80 2,500 00 30,143 80
Total amount of rentals deducted from income	• • • • • • • • • • • • • • • • • • • •	\$65,000 ®
	•	

## WESTERN NEW YORK AND PENNSYLVANIA.

## Analysis of Gross Earnings and Operating Expenses.

## EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.  Passengers, through	••••	\$2,592,202 84	\$2,592,202 34
1 abbott & 615, 100at	\$675,791 34		675,791 34
Mail Express Miscellaneous, as follows, viz.: Rents	42,807 56 33,181 49		42,807 56 33,181 49
Rents	3,922 92	9,504 12	13,427 04
Milk Miscellaneous	19,490 43 6,545 96	8.272 55	19,430 43
M15Cellaneous	0,040 96	8,272 36	9,818 51
Total gross earnings	\$781,679 70	\$2,604,979 01	\$8,386,658 71
Operating	Expenses.		
Maintenance of way and structures:			
Repairs of track	\$181,502 48	\$337,192 55	\$468,694 98
Steel rails laid	12,444 47 60 00	82,934 26 140 09	. 45,878 78 200 00
Ronairs of roadhed	25,592 22	65,104 08	90,696 30
Repairs of track. Steel rails laid Iron rails laid Repairs of roadbed Repairs of bridges (including culverts and	,002 44	W,102 00	•
cattle guards)	21,415 31	54,984 44	76,399 75
Repairs of stations, shops, docks, etc	7,049 20	13,383 49	20,432 69
Repairs of fences. Other expenses for maintenance of way and	4,884 81	12,021 41	16,855 72
structures	9,572 96	23,256 17	32,829 18
Total	\$212,470 90	<b>\$589</b> ,016 40	\$751,487 30
Maintenance and equipment:			
Renairs of locomotives	\$49,178 95	\$111,520 44	\$160,699 39
Repairs of cars Repairs of machinery and tools	50,664 32	322,176 80	872,841 12
Repairs of machinery and tools	8,089 49	20,107 82	28,197 31
Other expenses for maintenance of equipment	16,569 88	40,996 50	57,566 38
Total	\$124,502 64	\$494,801 56	\$619,304 20
Conducting transportation :			
Wages of conductors and men	\$52,206 58	\$160,565 02	\$212,771 55
Wages of engineers and firemen	55,144 47	177,206 77	282,850 24
Fuel for locomotivesOil and waste	86,891 94 4 857 95	158,698 15 19,294 07	195,090 09 23,951 92
Watersupply	4,657 85 6,761 83	16,480 48	23,242 81
Water supply Other train supplies or expenses	5,285 32	2,247 45	7,532 77
Wages of station agents and clerks	39,495 49	140,409 48	179.904 97
Wages for labor at stations	3,391 38 8,703 26	28,601 01 18,912 44	26,992 39 27,615 70
Station supplies	8,703 26 8,285 03	74,289 60	82,574 63
Other expenses for conducting transports-	40,848 28	106,494 01	146,842 29
tion	\$260,671 38	\$898,197 48	\$1,158,868 86
Total	\$200,011 30	\$650,191 10	<b>41,100,000 00</b>
General expenses : Salaries of general officers and clerks	\$7,141 76	\$17,701 59	\$24,843 35
General office expenses and supplies	8,752 82	9,483 29	13,185 61
Stationery and printing	277 44	670 65	948 09
Stationery and printing Outside agencies and advertising	1,257 00	l l	1,257 00
Legal expenses	6,840 19	16,812 61	23,652 80
Loss and damage of freight and baggage Damage to cattle and property	20 00 402 47	4,623 42 6,585 64	4,652 42 6,988 11
Ininging to persons	402 47 766 20	8,755 94	9,522 14
Injuries to persons	10,374 98	28,608 61	38,983 59
Mileage of cars of other companies (debit balance)	4,127 13	41,516 00	45,643 18
Total	\$34,968 49	\$134.707 75	\$169,676 24
Grand total operating expenses	\$632,613 41	\$2,066,723 19	\$2,699,336 60

General Balance Shee	t Sep	tember	<b>3</b> 0, 18	89.	
Cost offroad	rip)	• • • • • • • • • • • • • • • • • • •			\$58,380,717 94 2,795,074 95 753,677 03 1,787,986 94
7 Current assets, as follows, viz.: Cash on hand Due by agents Materials and supplies Land in Michigan	• • • • •		1	82,663 29 45,497 19 61,606 Q3 6,191 88	495,958 29
			•	_	\$64,204.41673
Capital stock			•••••	••••••	\$30,000,000 M 29,834,000 M
Interest on funded debt due and accrued Audited vouchers and pay rolls Open accounts Real estate mortgages Non-convertible income scrip New equipment Second mortgage income scrip Second mortgage lond, interest accrued Profit and loss (surplus)					194,578 II 440,631 II 20,507 II 393,994 N 381,783 IX 557,041 N 782,577 N 671,111 IS 997,981 IX
•				=	\$64,204,416 73
Traffic and Mile	eage	Statistic	ce.		
Item.	Th	rough.	Lo	cal.	Total.
Number of passengers carried		5,987 616,692	26	,901,026 ,908,890	1,506,963 27,525,580 4,061,924 438,905,470
Passenger train mileage					1,060,729 1,773,458 180,154
Total train mileage			•••••		3,013,366
Item.	Eas	rnings.	Exp	enses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) Average per passenger carried	\$781	.,679 70 598 0284 74	\$632,	613 41 484 0230 60	\$149,066 39 114 0054 14
Average per passenger train per inite freight earnings and expenses (including miscellaneous earnings). Average per ton of freight carried Average per ton of freight per mile. Average per freight train per mile.	2,604	,979 01 638 00594 1 47	2,066,	728 19 506 00471 1 17	538,955 82 133 00128 30
ITEM. Computed on earnings from carrying passes and freight only.	ngers	Throug	h.	Local.	Through and local
Average rate received per mile for carrying passengers, all classes.  Average rate received per mile per ton for carrying freight, all classes.  Cents.  2.02  2.46					Cents- 2.45

### Description of Road and Equipment.

				<del></del>	
	MILLER	OWNED.	₽ã.	TOTAL	MILLES.
TRACK.	Length in N. Y. State.	Entire length.	Miles leased, a outside Ne York State.	Length in N. Y. State.	Entire length.
Main line, single track Union Terminal Railroad, single track Branches or other roads run under traffic lease, single track	322.85 2.31	630.25 2.31	36.30	822.85 2.31	630.25 2.31 36.30
Total single track	325.16	632.56	36.30	325.16	668.86
Second track on main line	7.57	7.57	6.30	7.57	7.87 6.30
Total second track	7.57	7.57	6.30	7.57	13.87
Sidings and turnouts on main line	119.46	183.52		119.46	183.52
Grand total of tracks, sidings and turnouts	452.19	828 65	42.60	452.19	866.25
Laid with steel rail, main line, including second track Laid with steel rail, branches or other roads Laid with iron rail, branches or other roads	316.11	551.97 88.16	86.30	816.11 18.40	551.97 88.16

Average life of rails—steel, 12 years, iron, 4 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 73 lbs., minimum, 56 lbs., iron, maximum, 64 lbs., minimum, 35 lbs.; gauge of track, 4 feet 8½ inches, narrow gauge, 3 feet; ballasted with gravel.

### DETAILS OF OTHER ROADS OPERATED UNDER TRAFFIC LEASES.

NAMES OF ROADS.	From	,To	Entire length outside of N. Y. State.	Miles of double track.	Miles laid with steel rail.
Philadelphia and Erie Lake Shore & Michigan Southern Rail- way		Irvington, Pa Stoneboro, Pa	6.30 30	6.30	6.30 30

	IN NEW 3	ORE STATE.	ENTIRE LINE.		
Bridges.	Number.	Aggregate length.	Number.	Aggregate length.	
Iron bridges. Iron girders. Wooden girders. Wooden trestles. Total	20 36 33 224 101	Feet. 8,451 697 4,101 2,124 21,708	25 39 65 398 220	Fact. 4,670 779 9,552 4,515 39,203	

## Description of Road and Equipment - (Continued).

Second-class passenger cars   24									
Locomotives, 6 drivers   62   62   9,500   98,500   15   12	Equipment.		No. leased.	1	Average cost of each.	Maximu elght of in lbs.	Average life of each in years.	No. equipped with patent brake.	2
First-class passenger cars	Locomotives, 8 drivers Locomotives, 6 drivers Locomotives, 4 drivers	62	••••	62	9,500	98,500	15	12	
Second-class passenger cars   24	Total	129	••••	129				59	•••••
Box freight cars     1,267     1,267     2495     28,500     12     6       Stock freight cars     2     2     400     16,000     12        Coal freight cars     5,788     400     6,188     425     26,000     12      2       Flat freight cars     167     167     280     15,000     12         Oil tanks     15     15     15      12        Caboose, 8-wheel cars     62     62     400      12        Service cars     29     29      12     6     3	Second-class passenger cars Baggage, mail and express	24		24	2,800	40,000	18	22	# 21 35
Stock freight cars         2         2         400         16,000         12         2         2,500         12         <	Total	114		114				112	111
TOLEL	Stock freight cars Oal freight cars Flat freight cars Oil tanks Oaboose, 8-wheel cars Service cars.	5,788 167 15 62	400	6,188 167 15 62	400 425 280	16,000 26,000	12 12 12 12 12	6	2,800

Westinghouse automatic brake and Miller coupler are used on passenger cars. Same brake and Bird, Smith, Janney and Gould coupler on freight cars. Stub and split rail point switches, mostly the latter, are used on road.

### Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles Railroads crossing road at grade Railroads crossing road over or under grade Highway crossings at grade without protection Highway crossings at grade protected by gates or flagmen Highway crossings over or under grade Overhead obstructions less than twenty feet above track	17 6 296 27 17	87.52 41 6 516 39 29

Passenger cars are heated by Spear. Baker. Gold and Standard heaters, lighted by oll lamps and ventilated by ordinary ventilators.

The American Express Company runs over this line per classification per weight. Pullman's parlor and sleeping cars run over this line on mileage basis; no payments made except for mileage.

Empire Line and Green Line Transportation Companies run over this road.

The company receives from the United States Government for transportation of mails, \$42,807.56 per annum.

#### DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Grain. Live stock Lumber Pig and bar iron and steel Iron or other ores. Coal and coke Petroleum and other oils.	6,422 759,224 95,803 26,041 1,831,863 474,667	1. 18. 2. 45.
All other manufactures and merchandise All other articles not included above	329,154 485,783	8. 11.
Total	4,081,528	100

## NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	62		2 72
Employees Others	8	ě	16
Total	72	18	90

#### EMPLOYEES.

Average number of persons employed (including officials) during year	8,210
Average number of persons employed (including officials) during year Aggregate amount of salaries and wages paid them	\$1,729,208 61

#### Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN		
SAMUEL G. DECOURSEY	Vice-President	Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer	Buffalo, N. Y.
JOSEPH R. TRIMBLE	Secretary	Philadelphia, Pa.
WM. S. DOYLE	Auditor	Buffalo, N. Y.
ROBERT BELL	General Superintendent	Buffalo, N. Y.

#### Directors of the Company.

Directors of the Col	upeny.
Name.	Residence.
CALVIN H. ALLEN	New York city.
SAMUEL G. DECOURSEY	Philadelphia, Pa.
EDWARD L. OWEN	New York city.
JOHN D. PROBST	New York city.
ADOLPH ENGLER	New York city.
GUSTAV E. KISSEL	New York city.
CARL SCHURZ	New York city.
IBAAC N. SELIGMAN	New York city.
ARNOLD MARCUS	New York city.
GEORGE E. BARTOL	Philadelphia, Pa.
WILLIAM T. TIERS	Philadelphia, Pa.
E. W. CLARK, Jr.	Philadelphia, Pa.
PASCAL P. PRATT	Philadelphia, Pa.

Title of company, Western New York and Pennsylvania Railroad Company, General offices at Mills' Building, New York; 242 South Third street, Philadelphia, and 84 Exchange street, Buffalo, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Monday in January. For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

## WEST SHORE.

#### LESSOR.

LESSEE - NEW YORK CENTRAL AND HUDSON RIVER\_ (Certificate of incorporation filed December 5, 1885.)

For history of organization, leasing, etc., see Report of 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	COMMON.			
	No. of shares.	Par value.		
Authorized by law or charter and issued in pursuance of plan of reorganization	100,000	\$10,000,000		

Number of stockholders .....

## FUNDED DEBT.

	F G N	UMD					
DESIGNATION OF LIEN.	Date.	years.	interest.		Amount author-	Amoust	
		Term,	Rate.	Wh paya	en ble.	ized.	ing.
First mortgage guarantee bond	*Dec. 5, 1885	475	p.c.	Jan. &	July	\$50,000,000	950,000,30
· · · · · · · · · · · · · · · · · · ·	ost of Road						
Grand total cost of road and	i equipment		<b>.</b> . <b></b>				\$60,000,000
As property was purchase							
As property was purchased	i unuer iorec	31081		wie uo e	(CPR P111)	Section Gen	oe given.
General	Balance S	heet	Se:	ptembe	r 30,	1889.	
Cost of road and equipment	4	Asse	TS.				
Cost of road and equipment	•••••••••••••••••••••••••••••••••••••••		••••	•••••	•••••	• • • • • • • • • • • • • • • • • • • •	\$60,000,000 (0
	L	ABIL	TIE	١.			
Capital stock	•••••	•••••	••••		•••••	• • • • • • • • • • • • • • • • • • • •	\$10,000,000 00 50,000,000 00
r under debu	••••••	••••	••••	••••••	•••••	•••••••••••••••••••••••••••••••••••••••	
						:	\$60,000,000 60
	Officers of	the	Co	mpany.	•		
Name.	Titi	le.				Officia	l Address.
Name. Chauncey M. Depew Ashbel Green Edward V. W. Rossiter	Presider Vice-Pre Secretar	side	nt a	nd Gen. reasurer	Couns	New el, New New	York city. York city. York city.
	Directors of	of th	e C	om <b>va</b> n	<b>r</b> .		
Name.						Ret	idence.
CORNELIUS VANDERBILT. WILLIAM K. VANDERBILT		• • • • •	• • • • •		• • • • • •	New	York city.
FREDERICK W. VANDERB	ш <b>т</b>			• • • • • • • •		New	York city.
CHAUNCEY M. DEPEW	•••••	• • • • •	• • • • •	• • • • • • • •	• • • • • •	New	York city.
J. PIERPONT MORGAN		• • • • •				Ñew	York city.
EDWARD D. ADAMS	• • • • • • • • • • • • • • • • • • • •			• • • • • • • • •		New	York city.
T HOOD WRIGHT	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • •	• • • • • • • • • • • • • • • • • • • •	•••••	····· New	York city.
CHAS. LANIEB	••••••	• • • • • • • • • •				New	York city.
HORACE J. HAYDEN		• • • • •	• • • • •		•••••	<u>N</u> ew	York city.
CORNELIUS VANDEBBILT. WILLIAM K. VANDEBBILT. FREDEBICK W. VANDERBILT. FREDEBICK W. VANDERBILT. ASHBEL GREEN. J. PIERPONT MORGAN. EDWARD D. ADAMS. CHARLES C. CLARKE. J. HOOD WRIGHT. CHAS. LANIEB. HORACE J. HAYDEN CHARLES EDWARD TRACY SAMUEL F. BARGER.		• • • • •	 		• • • • • • • • • • • • • • • • • • • •	New	York city.
Title of company, West Sh General offices at Grand C	entral depot.	Nev	YO	rk city.			
Date of close of fiscal year	, September	80,	3 117		_ 4 4		
Date of close of fiscal year Date of stockholders' ann For information concernin C. & H. R. R. R. Co., Grand C	uai meeting, g this report entral depot,	third, add	dres V Yo	ednesda: s John ( rk city.	carste	nsen, Com	ptroller N. Y.
* Re	aring interes	at fr	m T	annarr	1 1994		

<sup>\*</sup> Bearing interest from January 1, 1886.

### WEST TROY AND GREEN ISLAND.

LESSOR.

LESSEE - RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 15, 1870.)

#### Capital Stock.

	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	300	\$30,000 8,200	\$3,200
3330 33	Road.		
Total cost of road up to September 30, 1889	•••••••	•••••••	. \$139,129 86
General Balance She	et September	30, 1889.	
Cost of road	TS.		. \$139,129 86
Capital stock	•••••		
Current liabilities, as follows, viz.: Due Rensselaer and Saratoga Railroad Com	pany		. 135,929 86
			\$189,129 86

#### Officers and Directors of the Company.

Same as Rensselaer and Saratoga. See lessor report of that company, ante.

Title of company. West Troy and Green Island Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address Geo. H. Cramer, President, 17 First steeet, Troy, N. Y.

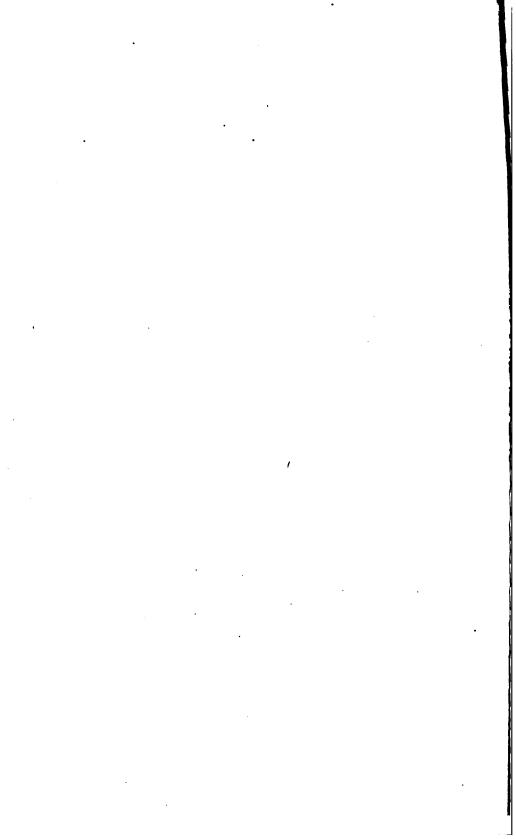
### WHARTON VALLEY.

LESSOR.

LESSEE - NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 12, 1888.)

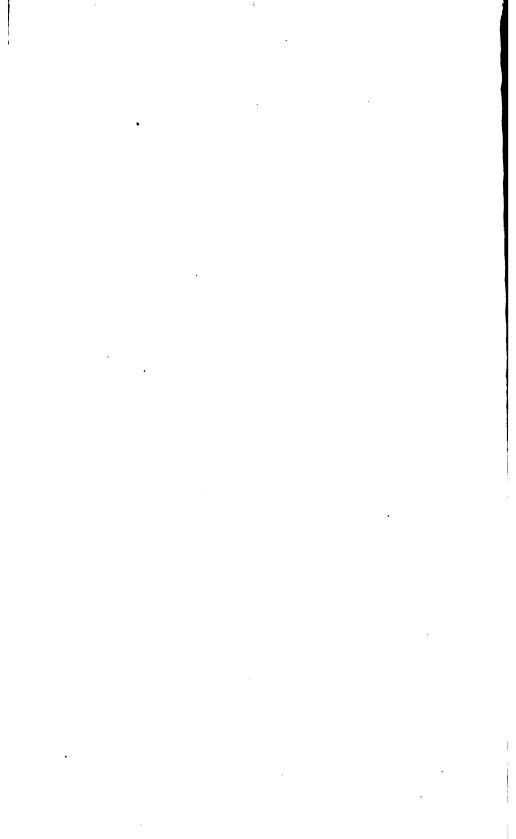
No report for 1889 received.



# REPORTS

07

ELEVATED RAILROAD COMPANIES.



#### BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

Chartered as the Brooklyn Eievated Slient Safety Railway Company, May 28, 1874 (chapter 585, Laws of 1874). Charter amended and corporate title changed to the Brooklyn Eievated Railway Company, May 22, 1875 (chapter 422, Laws of 1875).

On May 12, 1834, the property was sold under foreclosure and purchased by Frederick Uhiman, representing the bondholders.

On May 29, 1884, the Brooklyn Eievated Railroad Company was incorporated in pursuance of agreements dated January 24, 1884, made between certain persons, security holders of the Brooklyn Elevated Railway Company.

By an agreement dated May 13, 1887, this company leased from the Union Elevated Railroad Company of Brooklyn, the various railroads to be constructed by that company for the full term for which the lessor is incorporated, possession of the various railroads to be delivered by lessor and accepted by this company as each of the several sections are completed and ready for operation.

Section of road from Fulton street to Grand avenue via Sands and Adams streets and Myrtle avenue, opened April 10 and September 1, 1888.

Section of road from Grand avenue to Wyckoff avenue via Myrtle avenue, opened April 7 and July 20, 1889.

Section of road from East river to Lexington avenue via Broadway, opened June 25 and July 14, 1888.

and July 14, 1888.

Section of road from Myrtle avenue to Twenty-fifth street and Fifth avenue via Hudson, Flatbush and Fifth avenues, opened July 22 and August 15, 1889.

#### Capital Stock and Funded Debt.

			CAPITA	L STOCK.		
					COMMON.	
				•	No. of shares.	Par value.
Authorized by law tion and now ou	or charter, i tstanding	ssued	on ac	count of construc	50,000	\$5,000,000
Number of stockh	olders					. 205
			FUND	ED DEBT.		
<i>-</i> · ·	- !	SATS.	é Interest.		-	
DESIGNATION OF LIEN.	Date.	Term,years	Rate.	When payable.	Amount authorized.	Amount outstanding.
First mortgage Second mortgage		40 30		Apr. 1, Oct. 1 July 1, Jan. 1	\$3,500,000 1,250,000	\$3,500,000 1,250,000
Total	 			j	\$4,750,000	\$4,750,000
	Cost	t of R	load	and Equipmen	i	· <u>-</u>
	Roat	D.			Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading, masonr (including ties) Land Land damages					\$970 28 17,250 00 6,936 19	\$18,872 00 17,250 00 14,178 76

## REPORT OF THE BAILBOAD COMMISSIONERS.

## Cost of Road and Equipment — (Continued).

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Passenger stations. Engine and car-houses. Engine and car-houses. Shops, machinery and tools. Fuel and water stations. Boad built by contract. Office furniture and fixtures.	103 18	\$11,137 90 3,713 20 4,452 90 4,140 81 9,651,545 60
Total cost of road	\$18,940 20	\$9,725.430 5
Equipment.	•	
Locomotives	••••••	\$1,200 0
Grand total cost of road and equipment	\$18,940 20	\$9,726,611 5
DETAILS OF ADDITIONS OR BETTERMENTS DU. New signals, switches, etc. Property purchased on account of right of way. Condemnation of property and settlement of suits for dam Additional stairways, etc., to stations. Additional shop tools, etc. Additional office furniture.	ages	9970 9 17,350 60 6,996 11
Less sale of elevator, etc., at coaling station	\$848 67 6,200 00	
		7,049 45
,		\$18,940 36
Income Account for Year Ending Septem Gross earnings from operation		
	••••••••	\$18,940 36
Gross earnings from operation	\$870 14 1,245 33 3,748 92	\$18,940 36 \$1,090,336 59 695,194 02 \$395,202 57
Gross earnings from operation	\$870 14 1,245 83 3,748 92 1,804 96	\$18,940 35 \$1,090,336 59 695,124 02 \$396,202 57 7,069 35
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Rents Interest Telephone and Electric Light Company privileges Miscellaneous.  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Bentals Taxes on earnings and capital stock	\$870 14 1,245 33 3,748 92 1,804 96 \$272,390 00 138,300 00 7,621 74	\$18,940 36 \$1,090,336 59 695,194 02 \$395,202 57
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents Interest Telephone and Electric Light Company privileges.  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Bentals Taxes on earnings and capital stock. Interest on loans.	\$870 14 1,245 33 3,748 92 1,804 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 38 \$1,090,336 59 696,134 03 \$396,202 57 7,089 35 \$402,872 22
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents. Interest Telephone and Electric Light Company privileges.  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Bentals Taxes on earnings and capital stock. Interest on loans.  Deficit for year ending September 30, 1889.	\$870 14 1,245 33 3,748 92 1,804 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 28 \$1,090,336 59 695,134 02 \$396,202 57 7,669 35 \$402,872 22
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents. Interest Telephone and Electric Light Company privileges. Miscellaneous.  Gross income from all sources Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals Taxes on earnings and capital stock. Interest on loans.  Deficit for year ending September 30, 1899.  General Income Account.	\$870 14 1,245 33 3,748 92 1,304 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 38 \$1,090,336 59 695,134 02 \$395,202 57 7,669 35 \$402,872 22 418,724 37 \$15,852 15
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents. Interest Telephone and Electric Light Company privileges.  Gross income from all sources  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Bentals Taxes on earnings and capital stock. Interest on loans.  Deficit for year ending September 30, 1889.	\$870 14 1,245 33 3,748 92 1,304 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 38 \$1,090,336 59 695,134 02 \$395,202 57 7,669 35 \$402,872 22 418,724 37 \$15,852 15
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents. Interest Telephone and Electric Light Company privileges. Miscellaneous.  Gross income from all sources Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals Taxes on earnings and capital stock. Interest on loans.  Deficit for year ending September 30, 1899.  General Income Account.	\$870 14 1,245 33 3,748 92 1,804 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 38 \$1,090,336 89 695,194 02 \$395,202 87 7,069 35 \$402,872 22 418,724 37 \$15,852 15 \$15,852 15
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents. Interest Telephone and Electric Light Company privileges. Miscellaneous.  Gross income from all sources.  Deductions from income, as follows, viz.: Interest on funded debt due and accrued Rentals. Taxes on earnings and capital stock. Interest on loans.  Deficit for year ending September 30, 1889.  Deficit for year ending September 30, 1889.  Deficit up to September 30, 1888.	\$870 14 1,245 33 3,748 92 1,804 96 \$272,390 00 138,300 00 7,621 74 412 63	\$18,940 38 \$1,090,336 89 695,194 02 \$395,202 87 7,069 35 \$402,872 22 418,724 37 \$15,852 15 \$15,852 15

## BROOKLYN ELEVATED.

## Analysis of Gross Earnings and Operating Expenses.

Advertising and news privileges	Earnings.	•
Administrator of track, structure and superstructure.   \$15,399 48	Passengers, local	.\$1,074,346 95 15,979 94
Maintenance of usuy and structures   \$15,399 48	Total gross earnings	\$1,090,826 89
Maintenance of usuy and structures   \$15,399 48	OPERATING EXPENSES.	
Repairs of track, structure and superstructure   315,599 48		
Maintenance of equipment:   \$15,587 13	Repairs of track, structure and superstructure	\$15,399 48 8,419 08
Repairs of locomotives.   315,537   136,537   137,000   29   Repairs of cars.   21,000   29   Repairs of machinery and tools.   5.77   5.70	Total	\$18,818 56
Conducting transportation:   Wages of conductors and men   \$72,261 70	Renairs of locomotives	\$15,587 13 21,091 29 527 51 6,706 77
Wages of conductors and men.         \$72,861 70           Wages of engineers and firemen, hostlers and wipers         164,048 23           Fuel for locomotives         153,049 68           Oill and waste         6,841 38           Water supply         7,399 54           Other train supplies or expenses         9,384 68           Wages of station agents and gatemen         96,934 68           Wages of labor at stations         21,783 86           Station supplies         4,569 39           Wages of fingmen and switchmen         19,440 96           Other expenses for conducting transportation         49,385 88           Total         \$586,033 74           General expenses:         \$13,942 00           General officers and clerks         \$13,942 00           General officers and clerks         \$13,943 00           General officers and clerks         \$13,942 00           General expenses         \$11,000 00           Stationery and printing         4,318 28           Outside agencies and advertising         11,633 20           Diagraph maintenance and operation         1,633 20           Diagraph maintenance and operation         1,545 67           Other general expenses         \$2,500 00           Cost of road and equipment	Total	\$43,862 70
Wages of conductors and men.         \$72,861 70           Wages of engineers and firemen, hostlers and wipers         164,048 23           Fuel for locomotives         153,049 68           Oill and waste         6,841 38           Water supply         7,399 54           Other train supplies or expenses         9,384 68           Wages of station agents and gatemen         96,934 68           Wages of labor at stations         21,783 86           Station supplies         4,569 39           Wages of fingmen and switchmen         19,440 96           Other expenses for conducting transportation         49,385 88           Total         \$586,033 74           General expenses:         \$13,942 00           General officers and clerks         \$13,942 00           General officers and clerks         \$13,943 00           General officers and clerks         \$13,942 00           General expenses         \$11,000 00           Stationery and printing         4,318 28           Outside agencies and advertising         11,633 20           Diagraph maintenance and operation         1,633 20           Diagraph maintenance and operation         1,545 67           Other general expenses         \$2,500 00           Cost of road and equipment	Conducting transportation:	
### Total ### \$586,033 74    General expenses	Wages of conductors and men Wages of engineers and firemen, hostlers and wipers Fuel for locomotives Oil and waste Water supply Other train supplies or expenses	6,841 88 7,399 54 9,834 08
### Total ### \$586,033 74    General expenses	Wages of flagmen and switchmen	19,440 95
Salaries of general officers and clerks   Salaries of general officers and clerks   Selaries of general office expenses and supplies   Selationery and printing   4,318 28 58 58 58 58 58 58 58 58 58 58 58 58 58	<del>-</del>	
Salaries of general officers and clerks   Salaries of general officers and clerks   Selaries of general office expenses and supplies   Selationery and printing   4,318 28 58 58 58 58 58 58 58 58 58 58 58 58 58	Total	\$586,033 74
Total	Salaries of general officers and clerks.  General office expenses and supplies. Stationery and printing. Outside agencies and advertising. Legal expenses Damage to property. Injuries to persons Telegraph maintenance and operation.	4,318 28 139 04 11,633 20 62 60 4,878 22 1,545 67
General Balance Sheet September 30, 1889.   September 30, 1889.	•	<b>*</b> 48 400 00
Assets		
Cost of road and equipment \$9,726,631 52    Current assets, as follows, viz.:   Cash on hand \$5,605 69   Due by agents \$31,40   Open accounts \$4,555 39   Materials and supplies \$50,697 59   Bundries \$17,044 43   Profit and loss (deficiency) \$77,804 50   T4,420 82   September \$17,044 43   T7,804 50   T4,420 82   September \$2,878,856 84   Capital stock \$5,000,000 00   Funded debt. \$5,000,000 00   Funded debt. \$5,000,000 00   Current liabilities, as follows, viz.: Interest on funded debt due and accrued \$73,237 50   Audited vouchers and pay rolls \$53,509 75   Open accounts \$1,831 38   Sundries \$128,856 84	Grand total operating expenses	\$695,124 02
Cost of road and equipment \$9,726,631 52    Current assets, as follows, viz.:   Cash on hand \$5,605 69   Due by agents \$31,40   Open accounts \$4,555 39   Materials and supplies \$50,697 59   Bundries \$17,044 43   Profit and loss (deficiency) \$77,804 50   T4,420 82   September \$17,044 43   T7,804 50   T4,420 82   September \$2,878,856 84   Capital stock \$5,000,000 00   Funded debt. \$5,000,000 00   Funded debt. \$5,000,000 00   Current liabilities, as follows, viz.: Interest on funded debt due and accrued \$73,237 50   Audited vouchers and pay rolls \$53,509 75   Open accounts \$1,831 38   Sundries \$128,856 84	General Balance Sheet September 30, 1889.	
Cost of road and equipment \$9,726,631 52  Current assets, as follows, viz.: Oash on hand \$5,605 69 Due by agents \$31,40 Open accounts \$4,555 89 Materials and supplies \$50,567 59 Sundries \$17,044 43  Profit and loss (deficiency) 71,904 50  Tilabilities.  Capital stock \$5,000,000 00 Funded debt. \$5,000,000 00  Funded debt. \$5,000,000 00  Current liabilities, as follows, viz.: Interest on funded debt due and accrued \$73,237 50 Audited vouchers and pay rolls \$3,509 75 Open accounts. \$1,831 38 Sundries \$128,856 84		
Current assets, as follows, viz.:       35,605 69         Cash on hand       31,40         Open accounts       31,40         Open accounts       4,555 39         Materials and supplies       50,567 59         Sundries       17,044 43         Profit and loss (deficiency)       74,420 82         \$9,878,856 84         LIABILITIES       \$5,000,000 00         Funded debt       4,750,000 00         Current liabilities, as follows, viz.:       Interest on funded debt due and accrued       \$73,237 50         Audited vouchers and pay rolls       58,509 75         Open accounts       1,831 38         Sundries       278 21         128,856 84		\$9,726,631 52
Profit and loss (deficiency). 74,420 80	Current assets, as follows, viz.:  Cash on hand	.,,,
Capital stock   S5,000,000 00   Funded debt.   S6,000,000 00   A,750,000 00		
Capital stock	- 1 AND COM LADO (AGUATANO) (	
Capital stock       \$5,000,000 00         Funded debt       4,750,000 00         Owrent liabilities, as follows, viz.:       \$73,237 50         Interest on funded debt due and accrued       \$73,237 50         Audited vouchers and pay rolls       53,509 75         Open accounts       1,831 38         Sundries       278 21         128,856 84	•	
Capital stock       \$5,000,000 00         Funded debt       4,750,000 00         Owrent liabilities, as follows, viz.:       \$73,237 50         Interest on funded debt due and accrued       \$73,237 50         Audited vouchers and pay rolls       53,509 75         Open accounts       1,831 38         Sundries       278 21         128,856 84	LIARITIMES	
Funded debt. 4,750,000 00  Our control liabilities, as follows, viz.:  Interest on funded debt due and accrued. \$73,237 50 Audited vouchers and pay rolls \$3,509 75 Open accounts. 1,831 38 Sundries. 278 21  128,856 84	Capital stock	
Audited vouchers and pay rolls 53,509 75 Open accounts. 1,831 88 Sundries 278 21 128,856 84	Funded debt	4,750,000 00
\$9,878,866 84	Current liabilities, as follows, viz.:  Interest on funded debt due and accrued. \$73,237 50 Audited vouchers and pay rolls \$5,609 75 Open accounts. 1,831 38 Sundries. 278 21	128,856 84
	•	\$9,878,856 84

### Traffic and Mileage Statistics.

Number of passengers carried Passenger train missage All other train missage				1.45.50 2.64.51 12.15
Total train mileage		•••••••		1.056,739
ITEM.	Earnings.	Expenses.	Pr	rofft.
Passenger earnings and expenses 'including mail.express and miscellaneous earnings. Average per passenger earried	51.699,326 89 6511 53	\$695,136 92 9327 34	<b>\$365</b>	.202 F. 91% 19
Description of Road	and Equip	ment.		
TRACE.	<u>-</u> :	Mijes owned, all in New York States.	Miles lensed, all in New York Htate.	Total miles, all in New York State.
Main line from Fulton ferry to Schenck aven Total of branches or other roads, single track	ue, single trac	k 6.75	10.35	6.75 10.35

6.75

6.75

6.75

.60

14.10

10.35

10.35

10.35

20.70

10.25

17.10

6.75

10.35

17.10

34.80

6.75

10.35

.

Weight of rails per yard - steel, 60 lbs.; gauge of track, 4 feet 8% inches.

Total single track.....

Total second track.....

Grand total of tracks, sidings and turnouts .....

Sidings and turnouts on main line .....

Second track on main line 6.75
Second track on branches or other roads 6.75

### DETAILS OF BRANCHES OR OTHER ROADS.

Name of Beanch of Road.	From	То	Miles leased.all in N. Y. State.	Miles of double track.	Miles laid with steel rail.
Union	Fulton street	Ridgewood	4.69	4.69	4.69
	East river	Lexington ave.	2.76	2.76	2.76
	Myrtle avenue	25th st. & 5th av	2.90	2.90	2.90

# BROOKLYN ELEVATED.

# Description of Road and Equipment -- (Continued).

Equipment,	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	30	46	76 {	\$3,249 10 4,600 00	42,600 45,000	} 76
First-class passenger cars	90	120	210 {	\$2,818 86 3,000 00	24,900	210
Coal freight cars	2	8 2	8 4	\$480 00 { 390 00 475 00	24,000 20,000	
Total	2	10	12			12

Eames' vacuum brake is used on cars. The split safety, Pennsylvania Steel Company's switch is used on this road.

Miscellaneous Stat	istics.
--------------------	---------

ITEM.	N. Y. State.
Telegraph owned, leased and operated by company, miles	
Cost of real estate now held by company, exclusive of that used in	5.74
operation Total assessed value of real estate and personal property of company	\$19,664 24 27,900 00

Passenger cars are heated by perfected Baker heater; lighted with oil, and ventilated by deck roof windows.

# NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
		٠	-
PassengersEmployees	2 6		. 2 7
Others	, 3		8
Total	11	1	12

# Employers.

Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	783
Aggregate amount of salaries and wages paid them	\$480,024 57

# Officers of the Company.

(T) - 1

Name.	True.	Opiciai Adaress.
HENRY W. PUTNAM	President	31 Sands St., Brooklyn, N. Y.
ELBERT SNEDECKER	Vice-President	31 Sands St., Brooklyn, N. Y.
HUGO ROTHSCHILD	Secretary and Treasurer	31 Sands St., Brooklyn, N. Y.
FREDERICK MARTIN	General Manager	31 Sands St., Brooklyn, N. Y.

Directors of the Company.	
Name.	Residence.
HENRY W. PUTNAM	. New York city.
FREDERICK UHLMAN	New York city.
ELBERT SNEDECKER	. Brooklyn, N. Y.
HUGO ROTHSCHILD	. New York city.

Name.	Residence.
ISAAC LEWIS	New York city.
HENRY W. PUTNAM, Jr.	New York city.
ADOLF LADENBURG	New York city.
Simon Uhlman	New York city.
A. J. Hardenburgh * Stephen Pettus	Brooklyn, N. 1.
SIEPHER PETTUS	DIOURIYE, N. I.

Title of company, Brooklyn Elevated Railroad Company.
General offices at 31 Sands St., Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report, address Brooklyn Elevated Railroad Com-Dany.

is a market of the a

# FULTON ELEVATED.

#### LESSOR.

### LESSEE - KINGS COUNTY ELEVATED.

(Date of charter, July 6, 1888.)

On the 4th day of February, 1888, a commission, consisting of Thomas S. Moore, George W. Almy, George W. Brown. Thomas McGrath and Eugene Doherty, was appointed by Hon, Alfred C. Chapin, mayor of the city of Brooklyn, under authority of chapter 805 of the Laws of 1875, and the acts amendatory thereof, to determine upon the queetions involved in the petition of certain householders and taxpayers of the city of Brooklyn.

On the 2d day of June, 1888, the commissioners so appointed determined the necessity for and fixed the routes for certain lines of elevated railways in the said city of Brooklyn.

On the 2d day of June, 1888, the commissioners so appointed determined the necessity for and fixed the routes for certain lines of elevated railways in the said city of Brooklyn.

Company for the purpose of building the same, and to whom assent of the common council was granted. In the month of February, 1889, work was commenced by the company on Route No. 2, and afterwards prosecuted under general contracts, the main work being begun March 24, 1889.

June 1, 1889, a lease was executed between the Fulton Elevated Railway Company and the Kings County Elevated Railway Company, by which the Kings County Elevated Railway Company, as and when completed and equipped, in readiness for use and operation, paying therefor an annual rental of two thousand (\$2,000) dollars, assuring the payment of interest at 5 per cent per annum upon the first mortgage bonds of said Fulton Elevated Railway Company to the extent of \$550,000 of bonds per mile of double track railway, as and when constructed, guaranteeing the payment as well of the principal of said bonds at the expiration of forty years from March 1, 1889, and covenanting sundry other premises and considerations in said lease contained; lease to continue in force for ninety-nine years from June 1, 1889.

A report of the operation of such portions of the Fulton Elevated Railway Company. Route No. 2, as have so far passed under the operation and control of the lessee, appears upon th

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	003	CMON.	Cash realized	
	No. of shares.	Par value.	on amount	
Authorized by law or charter	3,000	\$300,000		
Issued for actual cash and 5 per cent paid in Authorized on account of construction under general			\$15,000	
Authorized on account of construction under general law, by stockholders' meeting.	12,000	\$1,200,000		

### FUNDED DEBT.

D		years.		interest.	Amount	
DESIGNATION OF LIEN.	Date.	Term,	Bate.	When payable.	author- ized.	
First mortgage	Mar. 1, 1889	40	p.c.	1929	Per mile. \$550,000	
Cost of Ros	d and Equi	pme	nt.	Tota	l cost up to t. 30, 1889,	
Land damages, including legal expense Shops, machinery and tools				у	t. 30, 1889, \$615 14 601 01	

Road.	Total cost up Sept. 30, 1889,	to
Land damages, including legal expenses charged to right of way Shops, machinery and tools	601	01
Engineering expenses. Interest and discount charged to construction. Road built by contract, advances made to contractor on account of construction and equipment.	D-	88
Stationery and printing during construction. Salaries of general officers during construction. General office expenses and supplies during construction.	- 456	72 14
Incidentals during construction	460	00
Total cost of road, pending adjustment of accounts with contractor	\$754,969	28

#### \* EQUIPMENT.

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The road has been under construction since March 24, 1889, and has been completed and equipped during the present year, from near Sackman street on Fulton avenue. Brooklyn, N. Y., to Schenck avenue (on Eastern Parkway), Brooklyn, N. Y.; equal to 1.781 miles of double track railway on the route No. 2 laid down in the charter of this

1.781 miles of double track railway on the route No. 2 laid down in the charter of this company.

The equipment consists of 12 locomotives and 50 passenger coaches.

The road itself and its equipment is being done under general contracts, none of which, at this time, have been concluded or adjusted.

Some minor work has been inaugurated by the company at its yards at Alabama avenue and Eastern Parkway, upon which shops are undertaken to be built at the company's own proper charge.

Expenditures thus far made have been in the nature of payments on account, or advances upon construction and equipment contracts, for right of way, surveys, engineering, and for materials in connection with company's work. Until completion of road and final adjustment of contracts and accounts, no more specific analysis of expenditure can be made than set forth in this report.

Income Account for Year Ending September	30, 1889.		
Rental from Kings County Elevated Railway Company	•••••	\$666	66
General Balance Sheet September 30, 1	1889.		
Assets.			
Cost of road and equipment		\$754,969	28
Current assets, as follows, viz.: Cash on hand Open accounts Sundries	\$10,619 51 42,570 26 666 66	53,856	43
		\$808,825	71
Liarilities.			
Capital stock	•••••	\$15,000	00
Audited vouchers and pay-rolls.  Loans and bills payable	••••••	2,472 791,358	
		\$806,825	71

<sup>\*</sup> All included in general contracts for construction and equipment.

### Description of Road.

TRACK.

Miles owned, all in N. Y. State.

3

### Officers of the Company.

Name.	Title.	Official Address.
WALTER K. ROSSITER	Vice-President	346 Fulton St., Brooklyn, N. Y. 342 Fulton St., Brooklyn, N. Y. 346 Fulton St., Brooklyn, N. Y.

#### Directors of the Company.

Name.	Residence.
EDWARD L. LANGFORD	13 Garden place, Brooklyn, N. Y.
James H. Frothingham	29% South Portland avenue, Brooklyn, N. Y.
Wendell Goodwin	15 Broad street, New York city.
EDWARD A. ABBOTT	
HENRY J. ROBINSON	15 Broad street, New York city.
GEORGE W. CHAUNCEY	257 Henry street, Brooklyn, N. Y.
Frank F. Jones	169 Lefferts place, Brooklyn, N. Y.
DAVID S. STEWART	407 Lafayette avenue, Brooklyn, N. Y.
WALTER K. ROSSITER	161 South Oxford street, Brooklyn. N. Y.

Title of company, Fulton Elevated Railway Company.
General offices at 346 Fulton street, Brooklyn, N. Y.
Date of close of fiscal year, September 30
Date of stockholders' annual meeting, fourth Tuesday in June.
For information concerning this report, address J. E. Palmer, Jr., Secretary and Treasurer.

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### KINGS COUNTY ELEVATED.

(Date of charter, January 6, 1879.)

Organized under the "Rapid Transit" Act of 1875. Since date of last report the main line on Fulton street has been substantially completed to the former city line, between the city of Brooklyn and the town of New Lots, all stations having been opened to traffic December 5, 1888.

By agreement of lease with the Fulton Elevated Railway Company, this company has recently taken possession of and is, at this date, operating so much of the road of the former company as has been completed for traffic, whereby a practical extension of the Fulton street line has been secured, reaching from the former city line, above mentioned, into the present Twenty-sixty ward of the city of Brooklyn as far as the junction of East New York and Atlantic avenues, a distance of about five-eighths of a mile, including two stations. A further section of the same line of the Fulton Company is now approaching completion and will be ready for traffic within a few weeks.

See also Report of 1888 for further history of organization.

# Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	Common.	
•	No. of shares.	Par value.
Authorized by law or charter	Per mile. 5,000	\$500,000
now outstanding	26,560	2,656,009

Number of stockholders.....

# FUNDED DEBT.

	LUNDI		· ED I	·	•	
		Ę		INTEREST.		
DESIGNATION OF LEIN.	Date.	Term, years.	Rate.	When payable.	Amount author- ized.	Amount outstand-ing.
*First mortgage bonds Second mortgage bonds	July 1, 1885 Jan. 25, 1888	40 50	p. c. 5 5	Jan. & July. April & Oct.	Per mile. \$550,000 550,000	\$3,377,000 2,432,000
Cos	t of Road s	nd	Equ	uipment.		
† Grand total cost of road and	equipment	••••	••••	••••••		8,713,049 21
Income Accoun	t for Year	Enc	ding	g September	30, 1889.	
Gross earnings from operatio Less operating expenses (exc	n luding all ta	ces)		· · · · · · · · · · · · · · · · · · ·	•••••	\$638,605 32 460,642 85
Net earnings from operati	on					\$177,962 47
Income from other sources, as From real estate owned or in o	s follows, viz.: occupancy		••••	••••		947 64
Gross income from all sou						\$178,910 11
Deductions from income, as for Interest on funded debt due a Rentals.  Taxes.  Interest	••••••	• • • • •	•••••	··············	151,545 55 4,609 61 1,182 33 318 47	157,655 96
Surplus for year ending Se	optember 30, 1	.889	••••	• • • • • • • • • • • • • • • • • • • •	·····	\$21,254 15
	Jeneral Inc	ome	в Ас	count.		
Surplus for year ending Septe Deficit up to September 30, 188	mber 30, 1889		• • • • •			\$21,254 15 9,402 42
Total surplus September 8	30, 1889	• • • • •	· • • • •			\$11,851 73
Deta	ILED STATEM	ENT	of I	Rentals.		
Interest on first mortgage be pany					ay Com-	\$4,609 61
Analysis of Gr	oss Earnin	gs a	nd (	Operating E	xpenses.	
Passengers	Ear	NINC	38.			\$632,021 00
Miscellaneous, as follows, viz.	:					4002,022 00
AdvertisingElectric wire rentals	•••••••	••••		···········	1,276 82	6,584 82
Total gross earnings	• • • • • • • • • • • • • • • • • • • •		• • • • •			\$638,605 32
	OPERATING					
Maintenance of way and structure Repairs of track and structure	tures:					\$13.558 KK
	· · · · · · · · · · · · · · · · · · ·	• • • • •				\$18,558 55 2,307 79
Repairs of stations, shops, etc		3	••••			2,000
Repairs of stations, shops, etc Other expenses for maintenan Total	ice of way an	d st	ruct	ures	········· <u>-</u>	3,485 80 \$19,852 14

<sup>\*</sup> Two hundred thousand dollars of this issue bear interest at 6 per cent.
† The road has been built, for the most part, under general contracts for construction and equipment, which are not as yet definitely adjusted, making it still impracticable to set forth subdivisions under the schedule.

Repairs of locomotives Repairs of cars Repairs of machinery and tools Other expenses for maintenance of equipme	ent		97,342 15 11,499 36 392 05 2,376 34
Total			\$21,869 %
Conducting transportation: Wages of conductors and men Wages of engineers and firemen. Fuel for locomotives Oil and waste. Water supply Other train supplies or expenses. Wages of station agents and clerks. Wages for labor at stations. Station supplies. Wages of watchmen, flagmen and switchme Other expenses for conducting transportation.	on.		2,384 7 4,662 8 17,941 8 63,771 99 9,731 15 8,733 12 8,473 12 5,467 15
Total	• • • • • • • • • • • • • • • • • • • •	•••••••	\$350,667 %
General expenses: Salaries of general officers and clerks General office expenses and supplies Stationery and printing Outside agencies and advertising Legal expenses Damage to property Injuries to persons. Telegraph maintenance and operation Other general expenses			6,948 76 4,627 22 7 29 3,338 69 171 55 1,635 16 10,576 97
Total			969,112 St
Grand total operating expenses	· · · · · · · · · · · · · · · · · · ·	= 	84#0,612 K
Cost of road and equipment	•••••••		
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company		\$48,265 84 41,304 59 26,691 65 741 60	\$8,713,049 21 167,313 96 \$8,880,363 19
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company  LIABUL	ITTER.		167,313 96 88,880.363 19
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company	ittes.	\$48,265 84 41,304 59 26,691 65 741 60 50,310 30  \$43,812 50 52,572 48 707 51 287,983 83 1,825 53 12,000 00 4,609 61	167,313 99 \$8,880,363 19 \$2,654,000 90 5,809,000 60  403,511 46 11,851 73
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company  Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Open accounts Loans and bills payable Sundries Mortgages Fulton Elevated Railway, first mortgage bor Profit and loss (surplus)	ities.	\$48,265 84 41,304 59 26,691 65 741 60 50,310 30	167,313 99 \$8,880,363 19 \$2,654,000 90 5,809,000 90
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company  Capital stock Funded debt Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Open accounts Loans and bills payable. Sundries. Mortgages Fulton Elevated Railway, first mortgage bor	ities.  id interest	\$48,265 84 41,304 59 26,691 65 741 60 50,310 30	167,313 99 \$8,880,363 19 \$2,654,000 90 5,809,000 80  403,511 46 11,851 73
Cash on hand Open accounts Materials and supplies Sundries Fulton Elevated Railway Company  Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt due and accrued Audited vouchers and pay-rolls. Open accounts Loans and bills payable. Sundries Mortgages Fulton Elevated Railway, first mortgage bor Profit and loss (surplus)  Traffic and Mil.  Number of passengers carried	ities.  id interest	\$48,265 84 41,304 59 26,691 65 741 60 50,310 30	167,313 96 88,880,363 19 \$2,656,000 60 5,809,000 60 403,511 46 11,851 73 88,880,363 19

# KINGS COUNTY ELEVATED.

# Description of Road and Equipment.

TRACE.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorised from Fulton ferry to former city line, on Fulton street.	6.140	.630	6.770
Main line laid, single track Second track on main line Third track on main line Sidings and turnouts on main line	5.444 .870	.504 .504 .098 .159	5.948 5.948 .963 .681
Grand total of tracks, sidings and turnouts	12.280	1.260	13.540
Laid with steel rail, main line	12.280	1.260	13.540

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8% inches.

Equipment.	No. owned.	No. leased.	Total number.	Maximum weight of each in ibs.	No. equipped with patent brake.
Locomotives, 4 drivers First-class passenger cars	80 80	12 80	42 180	54,000 26,000	42 180
Flat freight cars	6 2		6 2	16,000 2,000	
Total	8		8		

Eames' vacuum brake used on passenger cars.

Lorenz needle switch with interlocking apparatus used wholly on this road. The entire line is being equipped with the Black automatic block signal system with particular reference to security in foggy weather.

# Miscellaneous Statistics.

	Entire line in
ITEM.	N. Y. State.
Telegraph owned and operated by company, miles	5.50
Road constructed and opened for business during the year, miles	1.99

Passenger cars are heated by Martin's anti-fire car heating system, lighted by kerosene lamps and ventilated by Pullman's tilting and Gilbert deck ventilators.

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	 1	2	8

# EMPLOYEES.

# Officers of the Company.

Name.	Title.	Official Address.
WENDELL GOODWIN JAMES H. FROTHINGHAM, HENRY J. ROBINSON	Vice-President Treasurer Secretary	346 Fulton St., Brooklyn, N. Y. 346 Fulton St., Brooklyn, N. Y. 346 Fulton St., Brooklyn, N. Y. 346 Fulton St., Brooklyn, N. Y. 346 Fulton St., Brooklyn, N. Y.

#### Directors of the Company.

Name.	Residence.
2	
JAMES JOURDAN	Brooklyn, N. Y.
WENDELL GOODWIN	New York city.
HENRY J. ROBINSON	New York city.
EDWARD A. ABBOT	New York city
HENRY J. DAVISON	New York city.
HABVEY FARRINGTON	Brooklyn, N. Y.
JAMES O. SHELDON	New York city.
S. NEWTON SMITH.	New York city.
William A. Read	Brooklyn, N. Y.

Title of company, Kings County Elevated Railway Company. General offices at 346 Fulton street, Brooklyn, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in January. For information concerning this report, address James H. Frothingham, Treasurer.

# MANHATTAN.

# LESSER.

(Date of charter, December 29, 1875.)

For history of organization, see Report of 1885.

### Capital Stock.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter Lissued in exchange for New York, Metropolitan and Old Manhattan, and now outstanding	260,000 254,535.40	\$26,000,00 25,453,54
W L A skeakhaldana		
		83
Income Account for Year Ending Septe	mber 30, 1889,	
Income Account for Year Ending Septe	mber 30, 1889,	
Income Account for Year Ending Septe	mber 30, 1889,	
Gross earnings from operationLess operating expenses (excluding all taxes)	mber 30, 1889,	\$8,985,871 @ 4,858,708 8
Income Account for Year Ending Septe Gross earnings from operation		\$8,985,871 4,858,708

# MANHATTAN.

Deductions from income, as follows, viz.:	
Interest on funded debt of New York and Metropolitan Companies, due and accrued	
Rentals         20,000 00           Taxes on property used in operation of road         28,984 10	
Taxes on earnings and capital stock	
Taxes on structure and personal estate	\$2,117,770 58
_	
Net income from all sources	\$2,101,406 18
Payments from net income, as follows, viz.:	
*Dividends declared, 5% per cent on \$26,000,000 consolidated stock	1,430,000 00
Surplus for year ending September 30, 1889	\$674,406 18
General Income Account.	<del></del>
Surplus for year ending September 30, 1889	\$674,406 18
liadnot for additional atmotors and naraonal tayog chargo.	
able for the year ending September 30, 1888	402,296 61
Total surplus September 30, 1889	\$1,076,702 79
Total surplus september 30, 1889	\$1,070,702 79
DETAILED STATEMENT OF RENTALS.	
Interest on New York Elevated Railroad first mortgage bonds	\$595,000 00
Interest on New York Elevated Railroad first mortgage bonds	50,000 00
Interest on Metropolitan Elevated Railway first mortgage bonds Interest on Metropolitan Elevated Railway second mortgage bonds	649,080 00 240,000 00
	\$1,534,080 00
Rental to the New York Elevated Railroad Company	10,000 00
Rental to the Metropolitan Elevated Railway Company	10,000 00
Total amount of interest on bonds and rentals	\$1,554,080 00
·	
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	Passenger.
Earnings.	Passenger. \$8,974,871 65
EARNINGS.  Passengers	Passenger. \$8,974,871 65 5,000 00
Earnings.	Passenger. \$8,974,871 65
Passengers	Passenger. \$8,974,871 65 5,000 00 6,000 00
EARNINGS.  Passengers	Passenger. \$8,974,871 65 5,000 00 6,000 00
Passengers	Passenger. \$8,974,871 65 5,000 00 6,000 00
Passengers. Mail. From New York and Northern Railway Company for use of terminal tracks.  Total gross earnings.	Passenger. \$8,974,871 65 5,000 00 6,000 00
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks.  Total gross earnings.  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track	Passenger. \$8,974,871 65 5,000 00 6,000 00
EARNINGS.  Passengers Mail  From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,187 tons, cost, \$25,172,50.	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structures Repairs of structures Repairs of structures Repairs of structures Repairs of stations, shops, docks, etc.	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 16
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks.  Total gross earnings.  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structure	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structures Repairs of structures Repairs of structures Repairs of structures Repairs of stations, shops, docks, etc.	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 16
EARNINGS.  Passengers Mail  From New York and Northern Railway Company for use of terminal tracks.  Total gross earnings.  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$25,172,50. Repairs of structure. Repairs of structure.  Repairs of stations, shops, docks, etc. Other expenses for maintenance of way and structures.  Total.	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 15 1,455 67
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structure.  Repairs of structure.  Other expenses for maintenance of way and structures.  Total  Maintenance of equipment:	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 15 1,455 67 \$603,886 34
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structure.  Repairs of structure.  Other expenses for maintenance of way and structures.  Total  Maintenance of equipment:	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 16 1,455 67 \$503,886 34
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structure.  Repairs of structure.  Other expenses for maintenance of way and structures.  Total  Maintenance of equipment:	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 16 1,455 67 \$503,886 34
EARNINGS.  Passengers Mail  From New York and Northern Railway Company for use of terminal tracks.  Total gross earnings.  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$25,172,50. Repairs of structure. Repairs of structure.  Repairs of stations, shops, docks, etc. Other expenses for maintenance of way and structures.  Total.	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,963 16 1,455 67 \$503,886 34
EARNINGS.  Passengers Mail From New York and Northern Railway Company for use of terminal tracks  Total gross earnings  OPERATING EXPENSES.  Maintenance of way and structures: Repairs of track Steel rails laid, 1,137 tons, cost, \$23,172,50. Repairs of structure.  Repairs of structure.  Other expenses for maintenance of way and structures.  Total  Maintenance of equipment:	Passenger. \$8,974,871 65 5,000 00 6,000 00 \$8,985,871 65 \$344,513 34 64,949 18 92,968 16 1,455 67 \$503,886 34

<sup>\*</sup> Of the total dividends declared, five and one-half per cent, 1 per cent was paid in cash and the remaining 4% per cent in dividend bond certificates.

Conducting transportation: Wages of conductors and guards			. \$583.66; £
Wages of engineers and firemen	······	• • • • • • • • • • • • • • • • • • •	. 696,521 1
Wages of engineers and firemen. Fuel for locomotives Oil and waste		• • • • • • • • • • • • • • • • • •	809,522 10
Oil and waste	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	76,934 7
Other train supplies or expenses	• • • • • • • • • • • • • • • • • • • •	••••••	63,902 # 43,396 98
Other train supplies or expenses			445,559
Wages for porters at stations	•••••	•••••	52,901 9
Station supplies			. 87,173 77
Station supplies	yarumen	• • • • • • • • • • • • • • • • • • • •	. 145.791 19 . 268,705 31
Outer expenses for conducting manapersan	······································		
Total	• • • • • • • • • • • • • • • • • • • •	······	. \$3,275,316 6
General expenses:			
Salaries of general officers and clerks General office expenses and supplies			. \$169,443 45 . 87,280 G
General office expenses and supplies	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	. 87,299 G . 49,480 %
Stationery and printing			1,111 6
Advertising Legal expenses. Damage to property.			71,105 66
Damage to property	• • • • • • • • • • • • • • • • • • • •		. 974 97
Talagraph maintenance and operation	• • • • • • • • • • • • • • • • • • • •	••••••	44,789 M 28,931 16
Injuries to persons.  Telegraph maintenance and operation Other general expenses.			41.664 @
Total	• • • • • • • • • • • • • • • • • • • •	•••••	\$439,778 95
Grand total operating expenses			\$4,858,708
General Balance Shee	et September	30, 1889.	
Assı			
Leases of road and equipment			\$14,014,000 <b>@</b>
Other permanent investments, as follows, viz Stock of other companies	. <b>;</b>		
Real estate	• • • • • • • • • • • • • • • • • • • •	•••••	12,507,100 00 1,012,585 82
Real estate			300,000 €
Current assets, as follows, viz.:			
Cash on hand		. \$123,778 92	
Dues by agents		. 58 05	
Open accounts!		2,539,606 28 215,317 58	
Sundries	•••••••••	148,364 93	
			3,027,190 76
•			\$30,860.806 ST
		:	
	LITIES.		
Capital stock	•••••••	•••••	\$25,453,540 <b>6</b> 53,560 <b>6</b> 0
Chammed lightlifting as follows mis.	• • • • • • • • • • • • • • • • • • • •	••••••	33.300 W
Current liabilities, as follows, viz.: Interest on funded debt of New York an companies due and accrued	d Metropolite	n	
companies due and accrued		. \$419,946 26	
Dividends unpaid		145,430 00	
Dividends uppaid. Audited vouchers, pay-rolls and taxes. Open accounts Loans and bills payable Sundries	•••••	. 771,828 99 . 64,866 90	
Loans and bills payable		900,000 00	
Sundries	***************************************	. 208,841 53	
			2,510,908
Registered bond certificates	• • • • • • • • • • • • • • • • • • • •		1.506.695 19
Profit and loss (surplus)		· · · · · · · · · · · · · · · · · · ·	269,400 00 1,076,702 79
<u>-</u>			
			\$30,860,506 57
Traffic and M		lies.	
-	lleage Statis		
117	lleage Statisi EM.		
Number of passengers carried	em.		179,487.433
	em.		179,487,433 7,661,713.10
Number of passengers carried	EM	•••••	179,487,433 7,661,713.10
Number of passengers carried	EM.		7,661,713.10
Number of passengers carried	EM	Expenses.	179,497,433 7,661,713.10 Profit.
Number of passengers carried	EM.		7,661,713.10
Number of passengers carried	Earnings.	Expenses.	7,661,713.10 Profit.
Number of passengers carried	Earnings.	Expenses.	7,661,713.10 Profit.
Number of passengers carried	Earnings.	Expenses.	7,661,713.10 Profit. \$4,127,167 76 6229
Number of passengers carried	Earnings.	Expenses.	7,661,713.10 Profit.

# MANHATTAN.

Description of Road and Equipment.	
•	Miles leased.
Trace.	all in N. Y. State.
Main line from South ferry to Harlem river, single track	81.55 85
Total single track	32.40
Second track on main line	31.55 85
Total second track	
Third track on main line	9.34
Sidings and turnouts on main line	15.54
Total sidings and turnouts	
Grand total of tracks, sidings and turnouts	90.10
Laid with steel rail, main line	87.98 2.12

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard, steel, maximum, 90 lbs.; minimum, 50 lbs.; gauge of track, 4 feet, 8½ inches.

# DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCE OF ROAD.	From	То	Entire length in N. Y. city.	Owned or leased.	Miles of addi- tional track.	Miles laid with steel rail
The New York Elevated R. R.	South Ferry South Ferry City Hall	83d street and 9th ave. (one-half only from 53d to 83d street) Harlem River, 3d a.e. Uhatham square (one- half only from inter-	5.53 8.08	Leased .		6. <b>62</b> 12. <b>34</b>
	34th st. and 3d ave. 42d st. and 3d ave.	section of Chambers street). 34th st. and East river. Grand Central depot.	.22 .31 .18	Leased . Leased . Leased .	25 425 24	.25 .426 .24
Metropolitan Elev'ed R'y Co.	Church streets	59th street and 6th ave. 129th street and 2d ave.	14.32 4.83 7.44	Leased .	19.875 5.745 9.58	19.875 - 5.745 9.58
	Intersec. of Chatham & Chambers Beaver & Pearl sts	(one-half only from 53d to 83d street, on 9th avenue)	5.26 .14	Leased . Leased . Leased .	9.26 .145 .445	9.26 .145 .445
		,	19.08 32.40		25.175 45.05	25.175 45.06

Equipment.	No. leased.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.
Locomotives, 4 drivers. First-class passenger cars	291 921 27	\$4,099 2,671 834	45,680 26,150 28,040	15	291 921 27

The Eames' vacuum brake and standard draw-bar and link and pin coupler are well

on all cars.

Twenty towers at junctions and terminal points equipped with the Lorenz salety switch and in almost censtant use.

#### Miscellaneous Statistics.

ITEM,	Entire line in N. Y. State
Telegraph owned and operated by company, miles	39
year, miles Cost of real estate now held by company, exclusive of that used in opera-	<b></b>
Total assessed value of real estate and personal property of company	\$274.980 6,669.077
Length of steel rails laid during year in repairs, miles	15.54

Passenger cars are heated by steam heat, principally Gold's patent, lighted with cl and ventilated by tipping sash in deck roof and Oreamer ventilators.

Compensation from the United States Government is \$5.000 per annum for the transportation of mails over all lines operated by this company.

### NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	11 19 2	2 7	13 35 2
Total		9	4

### EMPLOYEES.

Average number of persons employed (including officials) during year	4,726
Average number of persons employed (including officials) during year  Aggregate amount of salaries and wages paid them	\$3,067,550 PF

### Officers of the Company.

Name.	Title.	Official Address.
JAY GOULD	President	71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city. 71 Broadway, New York city.

Directors of the Company.	
Name.	Residence.
CHESTER W. CHAPIN	New York city.
SIDNEY DILLON	. New York city.
CYRUS W. FIELD	. New York city.
JAY GOULD	. New York city.
GEORGE J. GOULD	New York city
EDWIN GOULD	New York city.
ROBT. M. GALLAWAY	New York city.
JOHN H. HALL	New York city.
J. PIERPONT MOBGAN	New York city.
RUSSELL SAGE	New York city.
Samuel Sloan	New York city.
SIMON WORMSER	New York city.
8. V. WHITE	Brooklyn, N. Y.
~ · · · · · · · · · · · · · · · · · · ·	

Title of company, Manhattan Railway Company. General offices at No. 71 Broadway, New York city. Date of close of fiscal year, September 30 Date of stockholders' annual meeting, second Wednesday in November. For information concerning this report, address Manhattan Railway Company.

# METROPOLITAN ELEVATED.

LESSOB.

Lessee - Manhattan.

(Date of charter, June 17, 1872,)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

				COMI	ion.
				No. of shares.	Par value.
Authorized by law or char Loan and Improvement contract	Company for	r road b	uilt. as per	*65,000	\$6,500,00
Number of stockholders	••••••	•••••			26
	† <b>F</b> u	NDED D	EBT.		
		years.	INTEREST.		:
Designation of Lien.	Date.	Term, year.	When payable.	Amount authorized.	Amount outstand- ing.
First mortgage	July 10, 1878 Nov. 1, 1879	20 6	Jan. & Jul May & Nov	y \$10,818,000 4,000,000	\$10,818,006 4,000,000
Total				\$14,818,000	\$14,818,000
Grand total cost of road ar	ount for Ye	er End	ling Septem	nber 30, 1889.	. ,
Surplus for year ending	g September	<b>30, 1889</b> .	••••		\$10,006 06
	General	Income	Account.		
	OCH(IWI				
Surplus for year ending Se Deficit up to September 30,	ptember 30, 1	889	••••••	••••••	\$10,006 05 8,681 29

<sup>\*</sup>Only \$450,200 of this stock remains outstanding, the large majority having been exchanged for Manhattan Railway consolidated stock.

† Eight million five hundred thousand dollars first mortgage bonds were issued to the New York Loan and Improvement Company for road built per contract; \$2,318,000 first mortgage and \$4,000,000 second mortgage bonds were issued to the Manhattan Railway Company to complete the construction and equipment.

# REPORT OF THE RAILROAD COMMISSIONERS.

# General Balance Sheet September 30, 1889. Aggree

Cost of road and equipment	\$21,318,000 0
Other permanent investments, as follows, viz.: Legal deposit for appeal	32.435 M
Current assets, as follows, viz.: Cash on hand Open accounts Sundries	331 99 5,800 94 23,664 33
•	\$21,379,430 @
Capital stock Liabilities. Funded debt	<b>36.500,</b> 000 79 14,818,000 89
Current liabilities, as follows, viz.:  Interest on funded debt due and accrued Dividends unpaid Loans and bills payable 11,095 90 43,960 00	55,105 \$\frac{9}{2}
Profit and loss (surplus)	6,324 75
•	\$21,379,430 66
Miscellaneous Statistics.	· · · · · · · · · · · · · · · · · · ·
Item.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company, including structures	\$7,097,771 00

### Officers and Directors of the Company.

(Same as those of the Manhattan Railway Company).

Title of company, Metropolitan Elevated Railway Company.
General offices at No. 71 Broadway, New York city.
Date of close of fiscal year, September 30, 1889.
For information concerning this report, address Metropolitan Elevated Railway Company.

# NEW YORK ELEVATED.

LESSOR.

LESSEE - MANHATTAN.

(Date of charter, October 27, 1871.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	100,000 *65,000	\$10,000,000 6,500,000	\$6,500,000
Number of stockholders	<u>'</u>		10

<sup>\*</sup>Only \$42,700 of this stock now remains outstanding, the large majority having been exchanged for Manhattan Railway consolidated stock.

# NEW YORK ELEVATED.

### FUNDED DERT.

	Fu	NDE	D I	EBT.			
		ears.		INTEREST. Amount Amou		Amount	Cash
Designation of Lien.	Date.	Term, years	Rate.	When payable.	author- ized. outstan	outstand-	on amount outstand- ing.
First mortgage bonds, \$1,000 each. Debenture bonds, \$1,000 each	Jan. 1, 1876 Mar. 1, 1886	30 30	p.c. 7 5	Jan. & July Mar. & Sept	\$12,000,000 1,000,000	\$8,500,000 1,000,000	\$3,601,83 1,000,00
Total			<u> </u>	<u>                                     </u>	\$13,000,000	\$9,500,000	\$4,601,83
Co Total cost of road up to Sept Total cost of equipment up t	ember 30. 18	389 .		Equipme		·······	18,870,538 3 1,717,765 7
Grand total cost of road a	nd equipm	en	t	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	·····_ <b>_</b>	15,588,304 0
Income Accou	nt for Va		W.m.	ding Sent	ember 20	1980.	
Rental from Manhattan Rail From James A. Cowing, tro				-		•	\$10,000 0
railroad bonds	•••••••	• • • •		••••••	· · · · · · · · · · · · · · · · · · ·		2,866 4
Gross income from all so			••••	• • • • • • • • • • • • • • • • • • • •	••••	•••••	\$12,866 4
Deductions from income, as Salaries of general officers a							1,983 3
Surplus for year ending S	September:	80, 1	889.		•••••		\$10,933 0
•	General	ln	con	e Accoun	t.		
Surplus for year ending Sept Surplus up to September 30,	ember 30, 1 1888	889.				· · · · · · · · · · · · · · · · · · ·	\$10,933 0 174,850 4
Total surplus September	80, 1889	• • • •	••••				\$185,283 5
General	Balance	She	et	Septembe:	r 30, 1889	<b>).</b>	
		As	SET	в.			
Cost of road		••••	• • • •			· · · · · · · · · · · · · · · · · · ·	13,870, <b>5</b> 38 3 1,717,765 7
Other permanent investments Manhattan Railway Compan Manhattan Railway Compan Drexel, Morgan & Co., real e	, <i>as follows</i> y, construc y, trustees	tio	z. : D. B.(	count			450,000 0 468,500 0
Current assets, as follows, vi		ınt.	••••			•••••	150,000 0
Cash on hand Sundries			••••	• • • • • • • • • • • • • • • • • • • •	62	2,355 74 0,725 99	623,081 7
						_	17,279,885 7
	т.	TA R	77.77	tes.		3800	<del></del>
Capital stockFunded debt			••••				\$6,500,000 0 9,500,000 0
Current liabilities, as follows: Interest on funded debt due Audited vouchers and pay-ro Loans and bills payable	)IIB					\$175 00 27 15 1,400 00	
Profit and loss (surplus)							1,094,602 1 185,283 5
							17,279,885 7

### Miscellaneous Statistics.

### ITEM.

Entire line in N. Y. State

Total assessed value of real estate and personal property of company, including structures

26.500.094 W

### Officers and Directors of the Company.

(Same as those of the Manhattan Railway Company.)

Title of company, The New York Elevated Railway Company.
General offices at 71 Rroadway, New York city.
Date of close of fiscal year, September 30.
For information concerning this report, address The New Yor Elevated Ealw Company.

### SEA VIEW.

\_\_\_\_\_

(Date of charter, June 4, 1886.)

For history of organization, see Report of 1887.

Number of stockholders.....

# Capital Stock.

	COMMON.		
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$350,000 ff	
Issued on account of purchase of road	3,803 12.05	\$190,150 00 602 5	
Total now outstanding	3,815.05	\$190,752 54	

# Cost of Road and Equipment.

	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Changing superstructure Civil engineering expenses Purchase of constructed road, equipment included (paid	\$366 64 200 00	\$366 64 200 00
In stock)		190,752 54
September 30, 1888		24,011 27
Grand total cost of road and equipment	\$566 64	\$215,339 45

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Necessary change of structure	\$305 64 200 60
	نة معم

# SEA VIEW.

·	
Income Account for Year Ending September 30, 1889.	•
Gross earnings from operation	\$14,060 11 11,747 60
<u> </u>	\$2.812 51
Net earnings from operation	\$2,012 01
Interest	
Sundries. 188 92	
	469 05
Gross income from all sources	\$2,781 56
	<b>42</b> ,102 00
Deductions from income, as follows, viz.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Betterments.  566 64	
Taxes on earnings and capital stock	
Betterments 586 64	1,259 54
•	
Surplus for year ending September 30, 1889	\$1,522 02
General Income Account.	
Surplus for year ending September 30, 1889	\$1,522 02 4,564 84
Total surplus September 30, 1889	
•	
Analysis of Gross Earnings and Operating Expenses,	
EARNINGS.	A14 080 11
Passengers	\$14,060 11
OPERATING EXPENSES.	
Maintenance of way and structures:	<b>41</b> 001 04
Repairs of track and structure	\$1,231 84
_ Maintenance of equipment:	
Repairs of locomotives	\$1,118 72 1.517 77
mehatts of cars	1,011 11
Total	\$2,636 49
Conducting transportation :	
Wages of conductors and men Wages of engineers and firemen Fuel for locomotives Oil and waste	\$1,076 00
Wages of engineers and firemen	1,766 67 690 00
Off and wests	156 53
Water supply Other train supplies or expenses	172 27
Other train supplies or expenses	92 03
Wages of station agents and clerks	953 10 328 00
Wages of watchmen, flagmen and switchmen Other expenses for conducting transportation	318 35
Total	\$5,552 85
General expenses:	
Salaries of general officers and clerks	\$860 42
Other general expenses	1,466 00
Total	\$2,326 42
Grand total operating expenses	\$11,747 60
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$215,330 45
Current assets, as follows, viz.:	
Cash on hand	12,516 08
-	\$227,846 58
Liabilities.	
Capital stock Liabilities. Funded debt	\$190,752 54
Funded debt	27,500 00
	0 205 60
Loans and bills payable	3,507 63 6,086 36
	\$227,846 53
<del>-</del>	

<sup>\*</sup>Published as reported. Portions of same erroneous on its face.— $R.\ R.\ Commissioners.$ 

### Trame and Mileage Statistics.

enge Statistic	s.	
EM.		All local
· · · · · · · · · · · · · · · · · · ·		286.79 286.78
• • • • • • • • • • • • • • • • • • •		34,38
	; -	
Pomines	P	Profit.
Earnings.	Expenses.	r rout.
\$14.060 11	\$11.747 60	\$2,311
06	04 1	
75 .		
' '		_
d and Equip:	nent. Mil	les owned.
	in	les owned. N. Y. State
		i
• • • • • • • • • • • • • • • • • • • •	·····	
uts		
	F	
age life of ties, inches.	5 years; weign	rt or Larine b
	- ,	=-
	1	Number
		with pate
	Owned.	brake.
matic coupler a		
matic coupler a	re in use on pas	
matic coupler s	re in use on passe oil and ventils	ated by veni
matic coupler s	re in use on passe oil and ventils	ated by vent
matic coupler s d with kerosens overs, uding officials) aid them during	re in use on passion oil and ventils during year	sted by vent \$7,945
matic coupler a d with kerosene overs. uding officials) aid them during the Company.	re in use on passion oil and ventils during year	sted by vent \$7,945
matic coupler a d with kerosene overs. uding officials) aid them during the Company.	re in use on passion oil and ventils during year	sted by vend \$7,845 al Address.
matic coupler a d with kerosene overs. uding officials) aid them during the Company.	re in use on passion oil and ventils during year	sted by vend \$7,845 al Address.
matic coupler a d with kerosene overs. uding officials) aid them during the Company.	re in use on passed oil and ventils during year	\$7,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler s d with kerosene overs, uding officials) aid them during ac Company. c. t	re in use on passion oil and ventils during year  Officia Brook Brook etary Flatb	87,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler s d with kerosene overs, uding officials) aid them during ac Company. c. t	re in use on passion oil and ventils during year  Officia Brook Brook etary Flatb	87,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler s d with kerosene overs, uding officials) aid them during ac Company. c. t	re in use on passion oil and ventils during year  Officia Brook Brook etary Flatb	87,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler s d with kerosene overs, uding officials) aid them during ac Company. c. t	re in use on passion oil and ventils during year  Officia Brook Brook etary Flatb	87,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler s d with kerosene overs, uding officials) aid them during ac Company. c. t	re in use on passion oil and ventils during year  Officia Brook Brook etary Flatb	g7,845 al Address. klyn. N. Y. klyn, N. Y. ush. N. Y.
matic coupler a d with kerosene overs, uding officials) aid them during the Company. e, t. r andent and Secondary.	re in use on par oil and ventils during year  year  Officia  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook	57,945  al Address. clyn. N. Y. ush. N. Y. lyn. N. Y. lyn. N. Y. lyn. N. Y. lyn. N. Y. lyn. N. Y.
matic coupler s d with kerosene overs, uding officials) sid them during ne Company. c. t	re in use on passed oil and ventils oil and ve	sted by van st. 845 al Address. klyn. N. Y. klyn. N.
matic coupler s d with kerosene overs, uding officials) sid them during ne Company. c. t	re in use on par oil and ventils during year  year  Officia  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook  Brook	sted by vand st. 845 al Address. klyn. N. Y. klyn. N.
	Earnings.  \$14,060 11 05 05 75 d and Equipment ighton, Coney uts	Earnings.; Expenses.  \$14,060 11  \$11,747 60  04  05  04  05  04  06  04  05  04  05  04  05  04  05  04  05  04  05  04  05  04  05  04  05  04  05  04  05  05

Title of company, Sea View Railroad Company.
General offices at 375 Fulton street, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address J. L. Morrow, Superintendent and Secretary, Flatbush, N. Y.

# SUBURBAN RAPID TRANSIT.

For history of organization, see Reports of 1886, 1887 and 1888. Since the last report, the connection between Second and Third avenues in One Hundred and Twenty-ninth street has been completed, making 2.14 miles in operation.

Notz.—The rights, franchises, etc., of the New York, Fordham and Bronx Railway Companies were acquired under leases dated March 17, 1886, and subsequently by merger agreements dated April 9 and 27, 1886 (certificates of which were filed with the Secretary of State and the Registrar of New York county). Of the said companies, one was organized under chapter 140 of the Laws of 1880, and the other under chapter 606 of the Laws of 1875, designated the "Bronx and Fordham" companies respectively.

### Capital Stock.

	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	66,000	\$6,600,000	
Issued for actual cash Issued for stock of New York, Fordhamland Bronx R. R. Co.'s	6,000	\$600,000	\$600,000
Bronx R. R. Co.'s	481.65	41,865	
Total now outstanding	6,481.65	\$641,865	

# \*Number of stockholders..... Cost of Road and Equipment.

32

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Grading Ballast Bridges Land and land damages Fences Fences Engine and car houses, shops, machinery and tools Engine and water stations Engineering expenses Paid on account of road built by contract Telegraph line Elevated structure Buildings General construction other than the foregoing	4,406 46 46,053 22 24 25 292 00 12,185 93 9 69 18,147 57 17,540 59 1,585 67 1,585 11 1,585 67	\$488 45 202,541 40 33,349 66 478,486 57 2,559 76 26,539 76 24,886 19 2,613 78 130,640 56 51,111 04 139 46 237,836 37 2,865 13 237,667 17
Total cost of road	\$114,850 65	\$1,481,491 64
Equipment. Locomotives	\$17,608 45 17,784 68	\$64,036 35 78,117 86
Total cost of equipment	<b>\$35,388</b> 13	\$142,154 21
Grand total cost of road and equipment	\$149,738 78	\$1,578,645 85

<sup>\*</sup> Part of stock held in trust in name of trustee.

010 REPORT OF THE DAILBOAD COMMISSIONERS.	
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$166,387 00 120,697 06
Gross income from all sources	\$35,489 %
Deductions from income, as follows, viz.: Taxes on property used in operation of road \$12,500 82 Taxes on earnings and capital stock 865 19 Taxes other than above 27 14	•
<del>-</del>	13,393 15
Surplus for year ending September 30, 1839	\$22,096 79
General Income Account.	
Surplus for year ending September 30, 1889	\$22,096 79 16,128 89
Total surplus September 30, 1889	\$5,967 99
Analysis of Gross Earnings and Operating Expenses.	•
Passengers, through	\$166,387 98
·	\$100,387 W
OPERATING EXPENSES.	
Maintenance of way and structures: Repairs of track. Repairs of structure Repairs of bridges Repairs of stations, shops, docks and buildings Repairs of interlocking switches and signals. Other expenses for maintenance of way and structures.	\$1,365 72 254 15 2,137 56 1,609 96 43 10 1,876 45
Total	\$7,296 96
Maintenance of equipment: Repairs of locomotives. Repairs of cars.	96,156 63 2,259 64
Total	\$8,416 27
Conducting transportation: Wages of conductors, bridge engineers and bridge guards. Wages of engineers, firemen, hostlers and wipers Fuel for locomotives Oil and waste Water supply Other train supplies or expenses, including operating office Wages of station agents, gatemen and platform-men Wages of porters, lampmen and laborers Station supplies Wages of watchmen, switchmen and couplers Other expenses for conducting transportation	\$12,982 20 29,287 84 26,128 61 928 3 2,949 33 432 64 16,912 59 5,665 36 3,085 62 9,650 62 670 81
Total	106,694 33
General expenses: Salaries of general officers and clerks General office expenses and supplies Injuries to persons.	\$6,090 87 348 89 59 76
Total	\$6,499 51
Grand total operating expenses	\$130,897 06
General Balance Sheet September 30, 1889.	
Assets,	
Cost of road	\$1,431,491 64 142,154 21
Current assets, as follows, viz.:	
Cash on hand	27,821 31
-	\$1,601,467 16

# SUBURBAN RAPID TRANSIT.

Capital stock		\$641,865 00
Loans and bills payable		953,684 17
Profit and loss (surplus)	••••••	5,967 99
		\$1,601,467 16
Traffic and Mileage Stati	sties.	
ITEM.		
Number of passengers carried Total train mileage	• • • • • • • • • • • • • • • • • • • •	3,327,740 899,306
Description of Road and Equ	ipment.	Miles owned, all in N. Y. State.
Main line, authorized		
Main line, authorized		6.42
Main line laid, single track	•••••••	2.98 24
Total single track		3.22
Second track on main line	••••••	2.98
Total second track		3.22
Sidings and turnouts on main line	• • • • • • • • • • • • • • • • • • • •	73
Grand total of tracks, sidings and turnout		7.17
Laid with steel rails, main line	• • • • • • • • • • • • • • • • • • • •	7.17
Weight of rails per yard - steel, 60 pounds; gauge of t	rack, 4 feet 8% i	nches.
EQUIPMENT.	Total number.	weight of each,
Locomotives, 4 drivers	13 26 2	10 at 55,000 8 at 58,000 25,960
Eames' vacuum brake and a special type of coupl roads in this vicinity, are used on this road; all Ram Co.'s automatic point switches on this road.  Miscellaneous Statistic		th all the "L" Switch & Signal
•	<b>,</b>	Entire line in N. Y. State.
ITEM. Telegraph owned and operated by company, miles		
Cars are heated by Gold system of steam from loc- ventilated by ordinary ventilators.		
Average number of persons employed (including official Aggregate amount of salaries and wages paid them		
Officers of the Compan	·y•	
Name. Title.	Official Ac	
J. Hood Wright President Lewis R. Pomeroy Secretary and Treasurer	40 and 42 Wall 8 40 and 42 Wall 8	St., N. Y. city. St., N. Y. city.
Directors of the Companies		Residence.
J. HOOD WRIGHT J. PIERPONT MORGAN. HERMAN C. SCHWAB GEOBGE BLISS. CHAS. LANIER. JAY GOULD CYRIG W. FIELD		w York city.

Title of company, The Suburban Rapid Transit Company.
General offices at 40 and 42 Wall street, New York city.
Date of close of fiscal year, September 20.
Date of stockholders' annual meeting, second Monday in November.
For information concerning this report, address L. R. Pomeroy, Secretary and Treasurer. \_\_\_\_\_

### UNION ELEVATED.

#### LESSOR.

### LESSEE. - BROOKLYN ELEVATED.

(Date of charter, June 10, 1886.)

For history of organization, see Report of 1888.

By an agreement, dated May 13, 1887, this company leased to the Brooklyn Elevated Railroad Company the various railroads of this company, to be constructed for the full term for which this company is incorporated, possession of the various railroads to be delivered to lessee as each of the several sections are completed and ready for operation.

Section Fulton street to Grand avenue via Sandy and Adams atreets and Myrik avenue, opened April 10 and September 1, 1888.

Section Grand avenue to Wyckoff avenue via Myrtle avenue, opened April 27 and July

20, 1889.
Section East river to Lexington avenue via Broadway, opened June 25 and July 14, 1885.
Section Myrtle avenue to Twenty-fifth street and Fifth avenue via Hudson, Flatbush and Fifth avenues, opened July 22 and August 15, 1889.

# \* Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	сома	CON.
	No. of shares.	Par value.
Authorized by law or charter	90,402 10,000	\$9,040,900 1,900,600
	<u></u>	

# Number of stockholders.....

### FUNDED DEBT.

14

DESIGNATION		years.	1	NTEREST.	Amount	Amount	Cash real- ized on
of Lien.	Date.	Term.	Rate.	When payable.	authorized.	outstand- ing.	amount outstand- ing.
First mortgage		50	p.c.	May& Nov.	\$7,000,000	\$5,000,000	\$5,000,000
gage income Convertible in-	May 2, 1887	40	5	Jan.&July	2,500,000		1
come		30			8,040,000	3,038,000	
Total					\$17,540,000	\$8,038,000	\$5.000,000

<sup>\*</sup>One million of capital stock was issued to contractors and accepted by them as cash for part payment on account of construction; also the bonds secured by the first mortgage and the convertible income bonds were issued as cash to contractors on account

of construction.

The balance of capital stock, \$9.040.200, was authorized by Board of Railroad Commissioners, for retiring the convertible income bonds.

# Union Elevated.

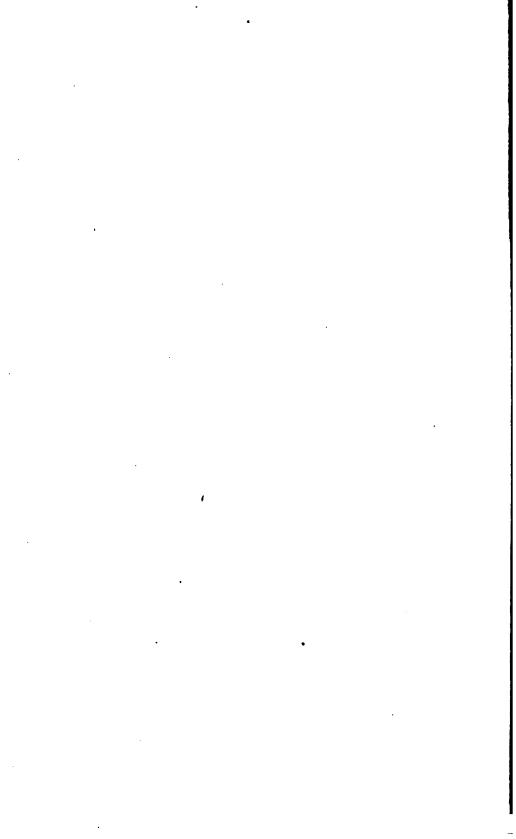
# Cost of Road.

		Additions or betterments during year ending Sept. 30, 1889.	Total cost of road up to Sept. 30, 1889.
Foundation structures Road built by contract		\$2,100,000 00	\$79,231 59 8,953,768 41
*Total cost of road		\$2,100,000 00	\$9,083,000 00
General	Balance Sheet Septemb	er 30, 1889.	
	Assets.		
Cost of road and equipment		• • • • • • • • • • • • • • • • • • • •	. \$9,033,000 00
Current assets, as follows, vi	<b>2. :</b>		5,000 00
			\$9,038,000 00
	Liabilities.		
Capital stock			\$1,000,000 00
Funded debt	•••••••••••	• • • • • • • • • • • • • • • • • • • •	8,088,000 00
			\$9,038,000 00
	Description of Road.	v	No former nell
	TRACE.	<b></b>	iles owned, <b>all</b> In N. Y. State.,
Main line projected from Eas	st river to Lexington avenu	e via Broadway	2.76 4.21
Main line projected from East From Washington street to c From York street to Fulton	i street via Washington, S	ands and Adams	*.41
From Park avenue to city lin			68
Total line projected, sing			
Total line projected, sing Single track on main line, la Second track on main line, le	le track		12.38
Single track on main line, la Second track on main line, la	le track	•••••	12.38
Single track on main line, la Second track on main line, la	le trackidaid		12.33 10.55 10.55
Single track on main line, la Second track on main line, la Grand total of tracks laid Name.	officers of the Company	y. Official 2	12.33 10.55 10.56 21.10
Single track on main line, la Second track on main line, la Grand total of tracks laid Name.	daid	y. Official 2	12.33 10.55 10.56 21.10
Single track on main line, la Second track on main line, la Grand total of tracks laid Name. FREDERICK UHLMANN WM. N. COHEN. EDWARD B. FOWLER	officers of the Company	Official A 31 Sands St., Broc 31 Sands St., Broc 31 Sands St., Broc	12.33 10.85 10.85 21.10 Address. klyn, N. Y. klyn, N. Y.
Single track on main line, la Second track on main line, la Grand total of tracks laid  Name.  FREDERICE UHLMANN WM. N. COHEN EDWARD B. FOWLEB	Officers of the Company Title. President Vice-President Secretary and Treasurer,	official A SI Sands St., Broc SI Sands St., Broc SI Sands St., Broc	12.33 10.85 10.85 10.85 21.10 Address. oklyn, N. Y. oklyn, N. Y. oklyn, N. Y.

Title of company. The Union Elevated Railroad Company of Brooklyn. General offices at 31 Sands street, Brooklyn, N. Y. Date of close of fiscal year, September 30, 1889.

Date of stockholders' annual meeting, last Friday in May in each year. For information concerning this report, address The Union Elevated Railroad Company of Brooklyn.

<sup>\*</sup>A portion of the road is still under way of construction by contract.



# MANN'S BOUDOIR-CAR.

(Date of charter, March 22, 1883.)

# Capital Stock and Funded Debt. Capital Stock.

COMMON.

					No	. of shares.	Par value.
Authorized by law or charte	r		••••	•••••		10,000	\$1,000,000
Issued for actual cash and classed for patents	n account of	con	stra	ction		1,000 9,000	\$100,000 900,000
Total now outstanding.					1	10,000	\$1,000,000
	Fun	•			<u></u>		<del></del>
	1	gé		interest.			
DESIGNATION OF LIEN.	Date.	Term, years.	Rate.	When payable		Amount authorized	Amount outstand-ing.
First mortgage bonds	July 1, 1886	20	p.c. 6	Jan. & J	uly	\$700,000	\$700,000
£ .				177.2	Ac be	iditions or tterments aring year ding Sept.	Total cost of equipment (sleeping and parlor cars)
						30, 1889.	up to Sept. 30, 1889.
Sleeping and parlor cars				•••••••		\$182,295 01	
DETAILS OF Twelve new sleepers and fo	Additional .	Equ r ca	IPMI rs	INTS DUR	••••	\$182,295 01 THE YHAR.	\$990,755 87 \$990,755 87 \$192,561 88 10,266 87 \$182,295 07
DETAILS OF Twelve new sleepers and fo Less value of linen sold Total	ADDITIONAL . ur new parlo unt for Yea	Equir can	IPMI rs	nts Dun	ma lo	\$182,295 01 THE YEAR.	\$990,755 87 \$990,755 87 \$192,561 87 10,266 87 \$182,295 07
DETAILS OF Twelve new sleepers and fo Less value of linen sold Total	ADDITIONAL : ur new parlo unt for Yea ion	Equir can	rs	nrs Dun	ma b	\$182,295 01 THE YEAR.	\$980,755 87 \$192,561 81 10,266 87 \$182,295 01 \$178,648 87 211,889 86
Twelve new sleepers and for Less value of linen sold  Total	ADDITIONAL ur new parlor unt for Yea ion ing all taxes as follows, v	Equires.	IPMI	ng Septe	ama lo	\$182,295 01 THE YEAR	\$192,561 86 10,266 87 \$182,295 01 \$178,648 87 211,899 84

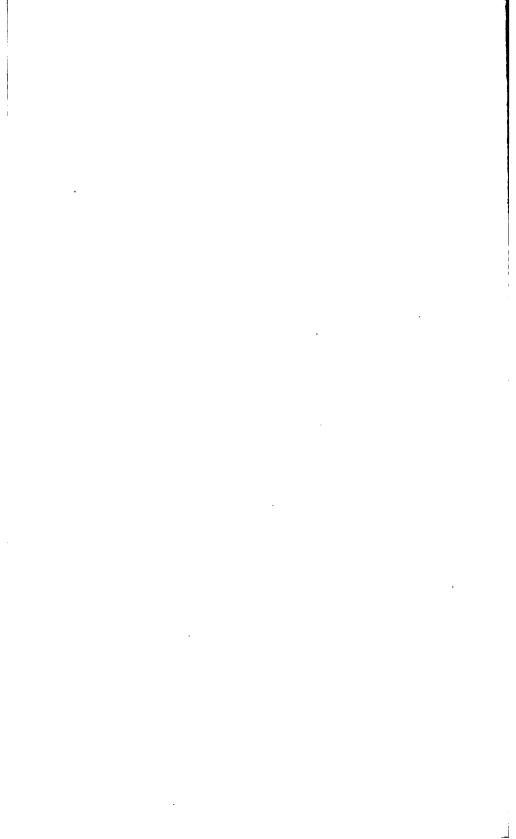
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	0 7 - <b>341,459</b> 17
Deficit for year ending September 80, 1889	
General Income Account.	
Deficit for year ending September 30, 1889	\$74,238 57 5,000 00
Loss carried to profit and loss for year	\$79,338 57
Total deficit September 30, 1889.	\$107,293 37
Analysis of Gross Earnings and Operating Expenses	_
	•
Passengers Earnings.	\$139,573 68
Mileage	39,075 19
Total gross earnings	\$178,648 87
Maintenance of equipment:	
Repairs of cars.	\$83,302 01
Other expenses for maintenance of equipment, etc	41,902 86
Total	\$125,204 87
Conducting transportation:	
Wages of conductors and porters	\$29,377 90
Other train supplies or expenses	15,998 48
Other expenses for conducting transportation	1,637 54
Total	\$63,098 24
General expenses: Salaries of general officers, clerks, general office expenses, supplies,	
stationery and printing	\$12,594 18
Legal expenses	913 23 10,029 32
	\$23,536 13
Total	
Grand total operating expenses	\$211,839 84
General Balance Sheet September 30, 1889.	
Assets.	
Cost of cars	\$930,755 87
Other permanent investments, as follows, viz.:	
Patents. Cost of shops, Ludlow, Ky.	905,242 48 9,040 58
	3,020 00
Ourrent assets, as follows, viz.:         \$7,931 54           Open accounts.         \$7,931 54           Materials and supplies         48,124 52	
Materials and supplies48,124 52	56,056 06
Profit and loss (deficiency)	107,293 37
	\$2,008,388 36
LIABILITIES.	
Capital stock	\$1,000,000 00
	700.000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued	•
Audited vouchers and pay-rolls	
Open accounts	308,388 36
	\$2,008,388 36
•	\$4,000,000 0 <b>5</b>

# Traffic and Mileage Statistics.

Number of passengers carried	M. 		86,187
ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including miscellaneous earnings)	\$178,648 87 2 07	\$211,839 84 2 46	\$33,190 97 39
_			
Description of	Equipment	•	
EQUIPMENT. Number Average owned. cost of each	Maximum weight of ea lbs.	Number equipped with patent brake.	equipped with patent
Sleeping and parlor cars 57 \$16,329 05	62,000 to 75,0		57
Westinghouse air brake; Janney and Mille Cars are heated by Baker heaters; lighted yentilator.	r and Cowell co	ouplers are used	on this road.
ventuator.	YEES.		
Average number of persons employed during Aggregate amount of salaries paid them	the year (incl	ading officials).	125 \$72,944 28
Officers of the	e Company.		
Name. Title. T. H. Wickes. President. S. W. Bretzfield. Vice-President C. A. Goocelon. General Supe E. A. Jewett Assistant Sup George M. Gray. General Ticke S. Wilson. Secretary A. S. Weinsheimer Treasurer John S. Runnells. General Coun Steppier Little Auditor J. F. Trout. Commissary.	t and Pur. Age rintendent erintendent et Agent	Official Add Official Add Ohicago, Ohicago, Chicago, Chicago, New Yor Chicago, Chicago, Chicago, Chicago, Chicago, Chicago, Chicago,	Ill. k city.
Directors of th	ae Comp <b>a</b> ny.		
Name. T. H. Wickes. S. W. Bretzfields. Samuel Wilson. W. A. Ransom Edward C. Meekeb James Martin J. H. Sims. H. A. James			Ill. k city. k city. k city. k city. k city. phia. N. Y. ty. N. J.
H. A. James H. S. BILLINGS Title of company, Mann's Boudoir Car Con General offices at Chicago, Ill. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, seco For information concerning this report, ad	npany. ond Tuesday is	April.	

# WAGNER PALACE-CAR.

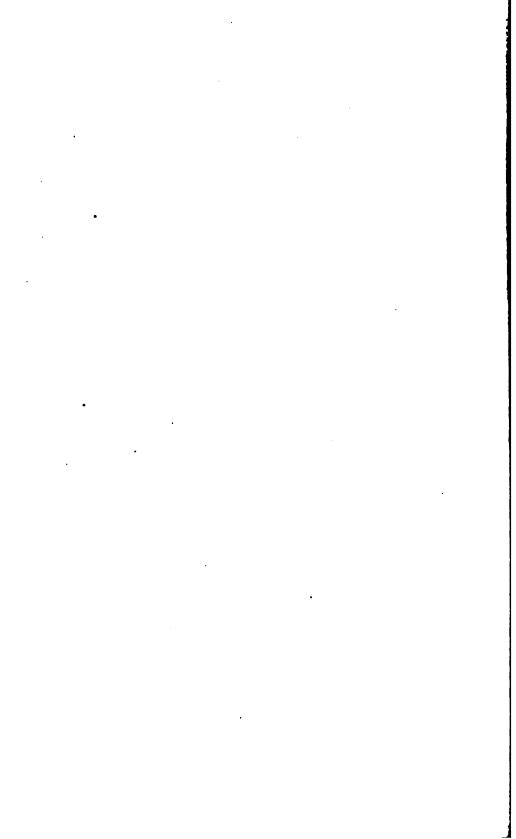
This statement includes all the business of the company in sixteen Dominion of Canada.	States and the
Gross receipts	. \$2,886,226 16 . 2,100,922 74
The operating cost for the year, exclusive of the depreciation of the ment, is 74.7 per cent.  For information concerning this report, address James D. Taylor, Tressurer New York city	



# REPORTS

O.F

SURFACE STREET RAILROAD COMPANIES.



# ALBANY.

(Date of charter, Sept. 14, 1863.)

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	COMMON.	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	2,750	\$275,000	
Issued for actual cash	2,009.8 740.2	\$200,980 74,020	
Total now outstanding	2,750	\$275,000	\$201,837 45

# FUNDED DEBT.

				INTEREST.	Amount	Cash realized
DESIGNATION OF LIEN.	Whe	n due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage	July Mar.	1, 1905 1, 1893 1, 1895 1, 1905 1, 1913	p.c. 5 7 7 6 5	Jan. 1, July 1 Nov. 1, May 1 Jan. 1, July 1 Mar. 1, Sept. 1 Mar. 1, Sept. 1	\$40,000 20,000 28,500 11,500 50,000	\$149,440 75

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$3,622 53	\$182,729 87 98,112 59 21,798 69
Total cost of road	\$3,622 53	\$302,641 14
EQUIPMENT. Horses, harness and cars. Wagons and sundries.	\$1,506 60 426 68	\$56,214 74 57,549 81
Total cost of equipment	\$1,933 28	\$113,764 55
Grand total cost of road and equipment	\$5,555 81	\$416,405 69

REPORT OF THE RAILBOAD COMMISSIONERS.	
Income Account for Year Ending September 30, 1883	•
Gross earnings from operation	\$149,688 71 125,996 74
Net earnings from operation	
Income from other sources, as follows, viz.: North and East Greenbush Horse Railroad Company	348 SS
Gross income from all sources	
Deductions from income, as follows, viz.: Taxes on earnings and capital stock	13,588 #
Net income from all sources	\$10,456 R
Payments from net income, as follows, viz.: Dividends declared, 3 per cent on capital stock	8,250 0
Surplus for year ending September 30, 1889	
General Income Account.	
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	\$2,206 98 3,871 54
Debit profit and loss, with \$100 premium paid in cancelling \$5,000 mort-gage, October 1, 1888, and credit it with \$10.42 of interest erroneously	\$6,078 56
charged	89 68
Total surplus September 30, 1889	\$5,966 58
Analysis of Gross Earnings and Operating Expenses.	
From passengersEARNINGS.	
	\$149,668 72
OPERATING EXPENSES.	<u></u>
Repairs of roadbed and track.  Repairs of buildings and fixtures	\$11,736 65 456 63
Repairs of roadbed and track.  Repairs of buildings and fixtures	\$11,736 & 456 &3 5,872 19
OPERATING EXPENSES. Repairs of roadbed and track	\$11,736 69 466 69 5,872 19 1,212 35 5,137 32
Repairs of roadbed and track	\$11,736 65 466 63 5,872 19 1,212 25 5,137 28 4,012 19
OPERATING EXPENSES.  Repairs of roadbed and track	\$11,736 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,088 33
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks.	\$11,736 65 466 63 5,872 19 1,212 35 5,137 28 4,012 19 27,089 33 4,738 85 38,183 65
OPERATING EXPENSES.  Repairs of roadbed and track	\$11,735 45 456 53 5,872 19 1,212 35 5,137 28 4,012 93 4,738 85 38,183 65 18,988 54
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc.	\$11,735 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,000 38 4,738 36 18,988 36,183 65 18,988 31,283 65
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc.	\$11,735 65 456 63 5,872 19 1,212 35 5,137 28 4,012 19 27,009 3 4,733 35 38,183 65 18,988 64 1,033 90 316 34 171 60
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc.	\$11,735 65 456 83 5,871 91 1,212 35 5,137 28 4,012 19 27,080 83 4,738 65 18,983 24 1,533 90 316 34 171 90 1,118 91
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses	\$11,735 65 456 63 5,872 19 1,212 35 5,137 28 4,012 19 27,009 3 4,733 35 38,183 65 18,988 64 1,033 90 316 34 171 60
OPERATING EXPENSES.  Repairs of roadbed and track	\$11,735 65 456 83 5,573 13 1,212 35 5,137 28 4,012 19 27,000 33 4,738 96 38,183 65 18,988 24 1,533 90 316 34 1,713 90 1,189 10 873 65 1,030 47
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses	\$11,735 65 456 63 5,872 19 1,212 35 5,137 28 4,012 19 27,000 33 4,738 36 18,988 38,183 65 18,988 39,183 90 316 34 171 60 1,189 10 873,630 35
Repairs of roadbed and track	\$11,735 65 456 83 5,573 13 1,212 35 5,137 28 4,012 19 27,000 33 4,738 96 38,183 65 18,988 24 1,533 90 316 34 1,713 90 1,189 10 873 65 1,030 47
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salarles of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses finsurance. Removal of snow and ice. Contingencies, rents, oil and waste	\$11,735 65 456 83 5,871 91 1,212 35 5,137 28 4,012 19 27,080 83 4,738 65 18,988 24 1,533 90 316 34 171 69 873 65 1,189 10 873 65 1,199 15
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Assets.	\$11,735 45 445 83 5,872 19 1,212 35 5,137 28 4,012 19 27,009 83 4,738 86 38,183 45 1,533 90 316 34 171 60 1,189 10 873 55 1,090 55 1,184 71 2,351 40
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and other vehicles Repairs of harness and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment.	\$11,735 65 456 83 5,871 91 1,212 35 5,137 28 4,012 19 27,080 83 4,738 65 18,988 24 1,533 90 316 34 171 69 873 65 1,189 10 873 65 1,199 15
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses. Insurance Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.:	\$11,735 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,088 33 4,738 36 18,988 24 1,532 90 1,189 19 873 65 1,090 35 1,184 71 2,351 69 \$126,996 74
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Ralaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Ourrent assets, as follows, viz.: Cosh on hand	\$11,735 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,088 33 4,738 36 18,988 24 1,532 90 1,189 19 873 65 1,090 35 1,184 71 2,351 69 \$126,996 74
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses. Insurance Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment.  Current assets, as follows, viz.:	\$11,735 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,088 33 4,738 36 18,988 24 1,532 90 1,189 19 873 65 1,090 35 1,184 71 2,351 69 \$126,996 74
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses finsurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand Open accounts  512,400 02 Open accounts	\$11,735 65 456 83 5,872 19 1,212 35 5,137 28 4,012 19 27,088 33 4,738 36 18,988 24 1,532 90 1,189 19 873 65 1,090 35 1,184 71 2,351 69 \$126,996 74
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses. Insurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Ourrent assets, as follows, viz.: Oash on hand. S12,400 02 Open accounts.	\$11,735 65 4456 63 5,872 19 1,212 35 5,137 28 4,012 19 27,000 3 4,738 38 4,738 38 4,738 38 4,738 38 1,633 96 11,633 90 1,189 10 873 65 1,164 71 2,351 49 \$125,996 74
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostiers, etc Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies, rents, oil and waste  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road Cost of equipment  Current assets, as follows, viz.: Cash on hand  \$12,400 02 Open accounts. \$731 75 Supplies on hand  7,792 34	\$11,735 65 445 65 5,572 19 1,212 35 5,137 28 4,012 19 27,009 33 4,738 65 18,985 45 1,523 90 316 34 171 60 1,189 10 1,189
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses. Insurance. Removal of snow and ice. Contingencies, rents, oil and waste.  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Ourrent assets, as follows, viz.: Oash on hand. S12,400 02 Open accounts.	\$11,735 65 445 65 5,572 19 1,212 35 5,137 28 4,012 19 27,009 33 4,738 65 18,985 45 1,523 90 316 34 171 60 1,189 10 1,189

# ALBANY.

Bills payable	\$1,847 ( 4,498	72
Profit and loss (surplus)		- \$6,341 32 5,988 98
•		\$437,830 30
Characteristics of Road, Equipme	nt, Etc.	Miles.
Total length of single track on main line and branches Sidings on main line and branches	. <b></b>	. 10.118
Total length of all tracks and sidings owned		. 14.282
Weight of rail per yard. Gauge of track. Number of box cars. Open cars. Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials), during	• • • • • • • • • • • • • • • • • • • •	20 259 20 to 40 min. Every 10 min. 5 and 6 cts.
Salaries, Wages, Etc., of Officers and Oth	er Employe	es.
General officers and clerks.	••••••	. \$4,664 00
OTHER EMPLOYEES.		
	Average number of hours on dut per day.	Wages per day.
		\$1.80
Conductors. Drivers Starters. Watchmen Changers Roadmen Hostlers Blacksmiths Carpenters Painters	12 12 12 12 10 10 10 10 10	1 80 1 56 \$1 80 and 1 50 1 30 1 65 and 2 50 1 30 2 00 and 2 25 2 50 and 3 00 2 00 and 2 50
Drivers Starters Watchmen Changers Roadmen Hostlers Blacksmiths Carpenters	12 12 12 10 10 10 10	1 80 1 56 \$1 80 and 1 50 1 30 1 65 and 2 50 1 30 2 00 and 2 25 2 50 and 3 00 2 00 and 2 50

Title of company. The Albany Railway Company.
Address of general offices. Albany County Bank building, Albany, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in October.
For information as to this report, address John W. McNamara, President.

# AMSTERDAM.

(Date of charter, February 5, 1873.)

This purports to be a combination Report of the Company and its Lesser.

### Capital Stock.

	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding		\$15,900
Cost of Road and Equipmen	at To	otal cost up to Sept. 30, 1888.
Roadbed, superstructure and rails		1,900 @
Total cost of road and equipment	•••••••	\$15,000 %
Income Account for Year Ending Septe	•	
Gross earnings from operation	••••••	\$5,682 74 4,543 30
Gross income from all sources	••••••	\$1,139 4
Deductions from income, as follows, viz.: Rental to lessor		1,000 (6
Surplus to lessee for year ending September 80, 1889	•••••	\$139 4
Analysis of Gross Earnings and Operati	ing Expenses.	
From passengers Earnings.		\$5,682 %
, Open amena Perpenana	•	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horse shoeling Renewals of horses and mules Provender (including expense of grinding) Wages of drivers Wages of hostlers, etc Light and fuel Water tax Insurance Removal of snow and ice Contingencies  Total operating expenses		7 7 7 223 8 40 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
- · · · · -	;	\$4,543 39
*General Balance Sheet September	30, 1889.	
Cost of road		#1E #00 #1
Current assets. as follows, viz.:	••••••	\$15,000 00
Cash on hand	••••••	111 55
Bills receivable		<b>53 34</b>
		\$16,528 77
Liabilities.		
Capital stock		1,506 25
		\$16,528 27

<sup>\*</sup>Of the company itself.

# Characteristics of Road, Equipment, Etc.

Single track, main line, from East to West end, miles	1.625 .057
Total length of all tracks and sidings owned, miles	1.682
Number of box cars	3 1 12
Schedule time making trip one way.  Cars run every 25 minutes through; every 12% minutes to Railroad street.  Rate of fare per passenger, 5 cents; thirty tickets for \$1.  Number of passengers carried in cars during year.  Average number of employees (including) officials) during year.	25 minutes.

# Wages of Employees.

	Average number of hours on duty per day.	Wages per day.
Drivers. Hostlers. One man on track	15 16 10	\$1.25 1.50 1.50

# Officers of the Company.

Name.	Tille	Official address.	
HENRY HERRICK	President	Amsterdam, N. Y.	
M. L. STOVER	. <u>Secretary</u>	Amsterdam, N. Y.	
D. CADY	. <u>Treasurer</u>	Amsterdam, N. Y.	
JAMES R. SNELL	. Lessee	Amsterdam, N. Y.	
Directors of the Company.			

Directors of the Company.		
Name.	Residence.	
HENRY HERRICK	Amsterdam, N. Y.	
DAVID CADY.	Amsterdam, N. V.	
L.G. GARDINEB	Amsterdam, N. Y.	
DAVID W. SHULEB	Amsterdam, N. Y.	
JAS. H. Bronson		
Stephen Sanford	Amsterdam, N. Y.	
MARTIN L. STOVER.	Amsterdam, N. Y.	
OSCAR F. NELSON	Amsterdam, N. Y.	
WILLIS WENDELL		
GARDINER BLOOD		
JAMES VOORHEES	Amsterdam, N. Y.	
Daniel Fritcher.	Fonda, N. Y.	

Title of company, Amsterdam Street Railroad Company.
Address of general offices, Amsterdam, N. Y.
Date of close of fiscal year, September 39.
Date of stockholders' annual meeting, January.
For information concerning this report, address M. L. Stover, Secretary.

# ATLANTIC AVENUE - (Brooklyn).

(Date of charter, May 1, 1872.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realisti on amount outstanding
Authorized by law or charter	20,000	\$1,000,000 09	
Issued for actual cash	6,002	\$300,129 89	\$300,129 #
Issued on account of construction	4,200	210,000 00	
Issued for real estate	4,959	247,950 00	
Issued for equipment Issued additional to stockholders	2,479	128,960 00	
Issued additional to stockholders Issued on account of Brooklyn and Jamaica	946	47,270 11	
ataab	014	40,700 00	1
Issued on account of Adams street franchise	600	30,000 00	
Total now outstanding	20,000	\$1,000,000 00	\$300,129 5

## FUNDED DEBT.

			INTEREST.	Amount	Cash
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
Atlantic Avenue Railroad Com- pany of Brooklyn	May 1, 1894	p.c.	May and Nov.	\$140,500 00	\$121,810 F
pany, general mortgage bonds. Real estate mortgages	Oct. 1, 1909	5	April and Oct.	759,000 00 66,000 00	781,362 57 66,090 #
Total	•••••			<b>8965,500 00</b>	\$969,172 5

## Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept 30, 1889.
Road-bed, superstructure and rails	138 50	\$235,194 £ 30,000 £ 889,964 £ 271,578 54 352,530 7
Total cost of road	\$37,535 61	\$1,679,868 5
EQUIPMENT. Horses Harness Curs. *Alarm registers. Wagons, trucks and snow plows Total cost of equipment. Grand total cost of road and equipment.	25,512 00 19,107 60 102 00 \$55,443 08	\$176.341 11 18,121 S 221,235 W 19,167 @ 8,663 21 8442,787 & \$2,122,645 W

<sup>\*</sup>Transferred from supplies on hand.

DETAILS OF ADDITIONS OF BETTERMENTS DURING THE YEAR.	
Construction of Hicks street line	\$15,445 28
Construction of Hicks street line.  Balance on construction of Fifteenth street line.  On account of Nineteenth street lots, \$100, searcher's fee; Eighteenth	107 53
	138 50 12,062 34
Ninth avenue depot building, on account	6,800 00 689 96
Gross-town depot annex stable Greenwood engine and mill Brooklyn and Jamaica railway stock Increased value of harness. Increased value of horses	2,250 00
Brooklyn and Jamaica railway stock	42 00 671 48
Increased value of horses	10,050 00 25,512 00
Increased value of cars. Increased value of wagons, trucks and snow plows. Alarm registers transferred from supplies on hand	102 00 19,107 60
Total	\$92,978 69
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$514,593 56 456,136 01
Net earnings from operation	\$58,457 55
Income from other sources, as follows niz:	<b>****</b>
Rent received for tracks \$47,991 72 Rent received for real estate 6,283 35 Purchase, sale and exchange of bonds 2,362 50	
Purchase, sale and exchange of bonds	
	56,687 57
Gross income from all sources	\$115,095 12
Deductions from income, as follows, viz.:  Taxes on property used in operation of road	
'L'AXAR ON GIVIDANGE 1 319 50	
License on cars	
inverest on loans	
Rent paid for tracks. 3,435 02	79,042 80
Net income from all sources.	\$86,052 32
Payments from net income, as follows, viz.: Dividends declared, 6 per cent on capital stock	60,000 00
Deficit for year ending September 30, 1889	\$23,947 68
General Income Account.	
Deficit for year ending September 30, 1889	
Carried direct to profit and loss	*********
Surplus up to September 30, 1888	\$24,187 68 377,969 99
Total surplus September 30, 1889	\$353,782 31
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers.	\$513,202 83
<del></del>	1,390 78
Total gross earnings.	\$514,593 56
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures	\$8,432 55 4,636 21
Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment.	26,719 52
Horseshoeing	3,540 29 14.431 45
Horseshoeing Renewals of horses Provender (including expense of grinding). Salaries of general officers and clerks	22,320 49 90,577 09
Salaries of general officers and clerks	21,369 50 145,411 53
Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel	74,797 91
Water tax	4,576 06 669 34

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Damages to persons and property. Legal expenses. Advertising, printing and office expenses. Insurance. Removal of snow and ice Detectives. Repairs of alarm registers.	98,990 R 8,974 Sh 7,986 74 5,730 Ta 1,085 Sh 2,150 Ta 1,580 Sa
Donations Strike"	1.057 %
Total operating expenses	\$456,13% <b>0</b>
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road Cost of equipment. Other permanent investments, as follows, viz.: South Brooklyn Central Railroad stock.	. 442,तन ६
South Brooklyn Central Railroad stock	. 143,573 @
Current assets, as follows, viz.:       24,088 1         Cash on hand       24,088 1         Open accounts       134,108 1         Supplies on hand       52,115 4	4 )
-	210,311 %
	\$2,476,382
Liabilities.	
Capital stock	\$1,080,090 \$ 965,500 \$
Ourrent liabilities, as follows, riz.':         \$25,850 €           Interest on funded debt.         \$25,850 €           Dividends unpaid         15,000 €           Bills payable         105,000 €	7 0
Open accounts	- 157,060 £
Profit and loss (surplus)	. 353,789 1
	\$2,476,333 7
Chausatanistis of Bool Wardenant Was	
Characteristics of Road, Equipment, Etc.	Vile
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams	)(ile: 3.5
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams	Miles 3.5 1.3 t
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue. Single track, main line, from Fulton ferry to Atlantic avenue via Adams street Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue. Single track by Track by Track t	t 1.7
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth avenue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy	1.5 1.7 - 2.0
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street.  Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue.  Single track, branches, from Flatbush and Seventh avenues to Ninth avenue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue.  Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets.  Single track, branches, from Adams and Front streets to and in Water	1.7 1.7 2.0 1.0 t .5
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth avenue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy	1.7 2.0 1.0 t .5
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler stree and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth avenue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.	1.7 2.0 1.0 1.0 1.0
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth ave- nue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street.	1.5 2.0 1.9 1.9 1.0 1.0 11.9
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler stree and Nostrand avenue. Single track, branches, from Flatbush and Seventh avenues to Ninth avenue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.  Total length of single track on main line and branches. Second track on main line and branches. Sidings on main line and branches.  Total length of all tracks and sidings owned  Weight of rail per yard. Gauge of track Number of box cars. Open cars.	1.3 2.0 1.0 1.0 11.9 11.9 23.9 47 to 69 Fbs 4 ft. 8 in 19
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth ave nue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Adamtic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.  Total length of single track on main line and branches. Second track on main line and branches. Second track on main line and branches Total length of all tracks and sidings owned  Weight of rail per yard. Gauge of track Number of box cars. Open cars. Horses Schedule time making trip one way.	1.5 2.0 1.0 1.0 1.5 1.5 1.0 1.5 23.5 47 to 60 lbs. 4 ft. 8\5 in. 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler stree and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth ave nue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.  Total length of single track on main line and branches. Second track on main line and branches. Second track on main line and branches.  Total length of all tracks and sidings owned  Weight of rail per yard. Gauge of track Number of box cars. Open cars. Horses. Schedule time making trip one way.	1.5 2.0 1.0 1.0 1.5 1.5 1.0 1.5 23.5 47 to 60 lbs. 4 ft. 8\5 in. 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler street and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth ave nue and Twentieth street. Single track, branches, from Flitteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.  Total length of single track on main line and branches. Second track on main line and branches Sidings on main line and branches Total length of all tracks and sidings owned  Weight of rail per yard Gauge of track Number of box cars. Open cars. Horses Schedule time making trip one way.  Cars run.  Rate of fare per passenger:	1.5 2.0 1.0 1.0 1.5 1.5 1.0 1.0 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5
Length of railway owned by company, as follows: Single track, main line, from South ferry to Greenwood via Fifth avenue Single track, main line, from Fulton ferry to Atlantic avenue via Adams street. Single track, main line, from Atlantic and Fifth avenues to Butler stree and Nostrand avenue Single track, branches, from Flatbush and Seventh avenues to Ninth ave nue and Twentieth street. Single track, branches, from Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue. Single track, branches, from Atlantic avenue and Boerum place to Hoy and Bergen streets. Single track, branches, from Adams and Front streets to and in Water street. Single track, branches, from Hamilton avenue and Hicks street to Atlan tic avenue and Hicks street.  Total length of single track on main line and branches. Second track on main line and branches. Second track on main line and branches.  Total length of all tracks and sidings owned  Weight of rail per yard. Gauge of track Number of box cars. Open cars. Horses. Schedule time making trip one way.	1.3. 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.

# ATLANTIC AVENUE.

## Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors. Drivers Starters. Starters. Watchmen. Roadmen Hostlers and changers. Inspectors. Car cleaners Tow boys.	According to law 9 10 10 10 10 10	2 00 2 00 *13 00 \$1 50 to 2 25 1 75 2 50 1 75
Accidents.		
Passengers injuredOthers injured	• • • • • • • • • • • • • • • • • • • •	5 3
Total		8
Officers of the Compan	ıv.	
Name. Title.	•	Address.
WM. RICHAEDSON President.  WM. J. RICHAEDSON Secretary.  NEWBERBY H. FROST Treasurer  AUGUSTUS H. SMITH Superintendent	Brook	yn, N. Y. yn, N. Y.
Directors of the Compa		
Name.		idence.
WILLIAM RICHARDSON. FREDERICK A. SCHROEDER NEWBERRY H. FROST. BENJAMIN F. TRACY. SAMUEL W. BOWNE. JAMES H. KIRBY. AUGUSTUS H. STORRS. JOHN G. JENKINS WILLIAM J. RICHARDSON WILLIAM F. REDMOND. JOSEPH O'BRIEN WILLIAM H. WALLACE. (One vacancy).	Brook Brook Brook Brook Brook Brook Brook Brook Brook Brook Brook	yn, N. Y. yn, N. Y. yn, N. Y. yn, N. Y. yn, N. Y. yn, N. Y. yn, N. Y. yn, N. Y.
Title of company, The Atlantic Avenue Bailroad Com Address of general offices, corner Atlantic and Third Date of close of fiscal year, September 30. Date of stockholders' annual meeting, fourth Tuesda For information concerning this report, address Will		

# AUBURN CITY.

(Date of charter, October 1, 1886.)

For history of organization, see Report of 1887.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter and now outstanding	2,000	\$50,000

<sup>\*</sup> Per week.

## FUNDED DEBT.

			Intere	BT.		Canh
DESIGNATION OF LIEN.	When due.	Rate.	Wi pays	en ible.	Amou outstar ing.	nt realized nd- on amou outstand ing.
One hundred and twenty 5 per cent gold bonds, dated December 31 1887, for \$500 each	, _'	p.c.	Jan. &	July	\$51,8	500 \$41.5
Cost	f Road and	Equ	ipmen	t.		
Road.				better during ending	ons or ments g year g Sept. 1889.	Total cost of road an equipment up to Sept. 30, 1889.
Roadbed, superstructure and rail Real estate		••••	• • • • • • •		<b>256 30</b>	\$10,300 1,500 5,245 11,670 50,000 9,000
Total cost of road					<b>\$56 3</b> 0	987,798
Horses Equipm Harness Cars Wagons, trucks, snow-plows, slei	•••••			•	\$180 75 93 00	\$4,855 526 5,692 300
Total cost of equipment					<b>*\$</b> 87 75	\$12,673
Grand total cost of road and equip	ment	• • • • •			*\$31 45	\$100,400
	r Voor End		_			
Income Account for Gross earnings from operation Less operating expenses (excluding expenses)		_	_		•	\$11,164
	ng all taxes).		- 	• • • • • • • • • • • • • • • • • • • •	•••••••	\$11,164 \ 10,351 \
Gross earnings from operation Less operating expenses (excluding the second operation Income from other sources, as follows.	ng all taxes). lows, viz. :			•••••	•••••••	\$11,164 10,351 \$612
Gross earnings from operation Less operating expenses (excluding the serving from operation Income from other sources, as follows.	ng all taxes).			·····	\$60 20 5 95	\$11,164 10,351 \$612 :
Gross earnings from operation Less operating expenses (excluding the second operation).  Income from other sources, as followed in operation.  Gross income from all sources.  Deductions from income, as followed in operation.	ows, viz.:			·····	\$60 20 5 95	\$11,164 10,361 \$612 66 7
Gross earnings from operation Less operating expenses (excluding the servings from operation).  Income from other sources, as followed the servings from all sources.  Deductions from income, as followed the servings on property used in operations.	ows, viz.:				\$60 20 5 95 \$95 \$99 60 182 53 1,545 00	\$11,164 10,351 \$812 66 1 \$878 1
Gross earnings from operation Less operating expenses (excluding the second of the sources, as follows:  Income from other sources, as follows: Interest	ows, viz.:				\$60 20 5 95 \$95 \$99 60 182 53 1,545 00	\$11,164 10,351 \$812 66 1 \$878 1
Gross earnings from operation Less operating expenses (excluding the second of the sources, as followed by the second of the sources, as followed by the second of the	ows, viz.:  ors, viz.:  on of road.  ok.  accrued  accrued  eral Income	a Ac	count.		\$60 20 5 95 \$95 \$99 60 182 53 1,545 00	\$11,164 10,351 \$612 2 66 3 \$678 7

# AUBURN CITY.

# Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	A11 1A1 FA
rom passengers	\$11,104 80
OPERATING EXPENSES.  Repairs of road-bed and track. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice Supplies used on road. Telephone rent. Telegrams Rent of lot. Expenses of R. R. Commissioners. Traveling expenses. Medicine. Salt. Extra help.	2,421 90 75 49 35 64 31 35 196 50 18 54 43 60 73 00 2 31 62 50 25 10 84 40
Total operating expenses	\$10,351 93
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road Cost of equipment.  Cash assets, as follows, viz.:  Bonds on hand \$8,500 00 Cash on hand 426 16 Bills receivable 40 00	\$87,726 67 12,673 66
Supplies on hand	9,622 79
•	\$110,023 12
Capital stock	\$50,000 00 60,000 00 28 12
	\$110,023 12
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows:  Single track, main line, Genesee street from Seward avenue west to State street. Perry street from Genesee street north to Franklin street. Franklin street trom Franklin to Genesee street, State street north from Genesee to Wall street, Wall street from State street west to Aurelius avenue, Aurelius avenue south to Clark street and Clark street east to State street.  Sidings on main line and branches  Total length of all tracks and sidings owned	5.25 .375
Weight of rail per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars run Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during year	30 to 42 lbs. 4 ft. 8% in. 12 4 40 One hour. Every 30 min. 5 cents. 223,290

# Salaries, Wages, Etc., of Officers and Other Employees.

Clerk		Annual selay.
OTHER EMPLOYEES.		
	Average number of hours on duty per day.	Wages per day.
Drivers Watchmen Hostlers	. 14 12 16	1 16 1 16

#### Officers of the Company.

Name.	Title.	Official Address.
G. W. ALLEN	PresidentSecretary and Treasurer	Auburn, N. Y. New York city. Auburn, N. Y.

#### Directors of the Company.

Name.	Residence.
H. B. HOLLINS	New York city.
F. A. YZNAGA	New York city.
C. L. HOBTON	New York city.
D. B. HATCH.	New York city.
C. B. FOOTE	New York City
G. W. Allen. C. B. Kosters	

Title of company, Auburn City Railway Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, September 30,
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address C. B. Kosters, Assistant Treasure.

#### BABYLON.

(Date of charter, April 15, 1871.)

The following report is published as filed with Board. The cost of road, analysis of operating expenses, and balance sheet, as reported, are contradictory and incorrect—R. R. Commissioners.

#### Capital Stock.

	сом	Cash realised on amount	
•	No. of shares.	Par value.	outstanding.
Authorized by law or charter	1,000 224	\$25,000 5,600	95,600

# Cost of Road and Equipment.

BABYLON.

		•
Road. ●	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$262 54	\$10,447 4
Cars Equipment.		\$1,100 0
Grand total cost of road and equipment		\$11,547 4
Income Account for Year Ending Septer		
Gross earnings from operation	•	
Deficit for year ending September 30, 1889		\$688 3
Analysis of Gross Earnings and Operati	ng Evnenses	
EARNINGS.	m# wyhenses	•
From passengers		\$344 1
OPERATING EXPENSES.		
Repairs of roadbed and track Repairs of cars. Horses hired. Wages of conductors and drivers. Rent of car building.		\$213 5 49 0 360 0 \$60 0
Total operating expenses	-	
General Balance Sheet September	30. 1889.	
<u>.                                      </u>	•	
Cost of road	••••••	\$10,447 4 1,100 0
Cash assets, as follows, viz.: Supplies on hand	·····························	10,300 0 688 3
	_	\$22,585 8
Capital stockLiabilitims.	-	
Un funded debt, as follows, viz.:		\$5,600 00
Bills payable. Profit and loss (surplus)	·······	11,408 49 5,527 40
	=	<b>\$22</b> ,535,83
Characteristics of Road, Equipmen	t, Etc.	
Length of railway owned by company, as follows: Single track, main line, from Montauk railroad depot to ster Weight of rail per yard Gauge of track Number of box cars Open cars Schedule time making trip one way Cars run. Rate of fare per passenger Number of passengers carried in cars during year. Average number of employees (including officials) during	19 f	1.53 miles. 60 lbs. 4 ft. 9 in. 3 10 min. imes per day 6 cents. 3,442

company.

#### Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductor	8	\$1.66
Boy	8	25

### Officers of the Company,

Name.	Title.	Official Address.
WASHINGTON F. NOBTON	President	Babylon, <u>N. Y</u> .
JOSEPH M. SAMMIS	Secretary	Babylon, N. Y.
John R. Reid David S. S. Sammis	Superintendent	Babylon, N. Y.
Direct	ors of the Company.	
Name.		Residence.
DAVID S. S. SAMMIS		Babylon, N. Y.
JOHN R. REID		Babylon, N. Y.
Joseph M. Sammis		Babylon, N. I.
EDWARD M. SAMMIS	• • • • • • • • • • • • • • • • • • • •	Babylon, N. Y.
EDWARD DODD	·····	2007.000, 121 12

Title of company, The Babylon Railroad Company.
General offices at Babylon, Suffolk county, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in April.
For information concerning this report, address John R. Reid, Treasurer.

#### BINGHAMTON CENTRAL.

(Date of charter, February 26, 1883.)

By filing articles of association February 26, 1883, organization was commenced. It was completed on April 23, 1883, by election of officers, and the organization has been maintained since those dates. The executive committee made contract with the Stow Manufacturing Company for the construction of said railroad on June 13, 1883, and the same has been nearly completed so that cars are run over nearly the whole length of said road and nearly the whole is now in operation. There has been no leasing or coasolidating of lines now operated by this company. There is a branch in process of construction, and the same is now operated to the extent of about six-tenths of a mile. The Stow Manufacturing Company, per Nelson Stow, has built and operated the road, and the difference between cost of road and equipment has been furnished by said company.

#### Capital Stock.

	ООМО	Cash realised		
	No. of shares.	Par value.	on amount outstanding.	
Authorized by law or charter	350	\$35,000		
Issued for actual cash	52 82 2	\$5,200 8,200 200	\$6,399	
Total now outstanding	186	\$13,600	\$6,200	

# BINGHAMTON CENTRAL.

Cost of Road and Equipment.

Cost of Road and Equipment.	Made) 44-4-4-
· ROAD.	Total cost up to Sept. 30, 1889.
Roadbed, superstructure and rails.	\$16,800 00
Real estate	
Total cost of road, so far as built	\$17,800 00
EQUIPMENT.	
Horses and harness owned and furnished by Stow Manufacturing Company; 8 cars are claimed to be owned by the said Stow Manufacturin Company.  Cars	n- 1gr \$4.800 00
Grand total cost of road and equipment, so far as built and equipped	\$22,600 00
Income Account for Year Ending September 30, 186	
Gross earnings from operation Less operating expenses (excluding all taxes).	\$1,965 75 1,819 16
Gross income from all sources	\$146 59
Deductions from income, as follows, viz.:  State and county tax, town	28
State and county tax, city	49
Taxes on property used in operation of road	70
Taxes on earnings and capital stock 10 City tax of Binghamton city. 77	00 146 59
General Income Account.	140 00
Deficit up to September 30, 1888	. \$438 54
Dencit up to be promper to, 1000	. 7200 01
Analysis of Gross Earnings and Operating Expense	4.
EARNINGS.	<b>Q1 QAK 7K</b>
From passengers to September 19, 1889	100 00
Total gross earnings	\$1,965 75
OPERATING EXPENSES.	
Repairs of roadbed and track	\$199 16
Repairs of roadbed and track Salaries of general officers and clerks Wages of watchmen, starters, switchmen, roadmen, hostlers, driver	25 00
CONTROL & MC	800 00 45 00
Light and fuel. Legal expenses	50 00
The horses, harness and mules are provided by the Stow Manufacturin Company, which has built the road; expense for use of same	700 00
Total operating expenses	\$1,819 16
General Balance Sheet September 30, 1889.	•
Cost of road	\$17,800 00
Cost of road	
	\$22,600 00
Liabilities.	
Canital stock issued	\$13,600 00
There is some stock not yet (September 30, 1839) issued which would go to offset the difference between cost of road and equipment and the stock issued and would make probable balance of about	9,000 00
which includes deficiency of \$438.54.	\$22,600 00
Observation of Dec 2 Westman and DA-	
Characteristics of Road, Equipment, Etc.	Miles.
Length of railway owned by company, as follows: Single track, main line, from Liberty street around to intersection	of
State and Lewis streets. Single track, branch, from South street around to and across Rock Botton bridge and up South Water street.	8.8331/4 m600
Total length of single track on main line and branches	3.933½ 150
Total length of all tracks and sidings owned (nearly all laid)	

# 698 REPORT OF THE RAILBOAD COMMISSIONERS.

Average weight of rail per yard	e furnished by the rn all cars but one. aring year — 42,393 u ptember 30, 1889, ab	Stow Manufac-	3 feet.  i i i i i Every hour. 5 cents. cl. 98
Salaries, Wages, Etc.		_ · · _ !	innual salary.
	r Employees.	••••••	
		Average number of hours on duty per day.	Wages per day.
Conductors Drivers Hostlers			91 H 1 H 1 H
Officers o	f the Company.	•	
Name.	Title.	Official .	Address.
G. Tracy Rogers. 1 J. B. Landfield. C. O. Root. 8 S. J. Newton. 7	President Vice-President Secretary Treasurer		
	of the Company.		
Name. J. B. Landfield. C. O. Root. J. P. E. Clark. GUSTAYE STICKLEY R. H. MEAGLEY S. J. NEWTON G. T. ROGERS.		Resid	nton, N. Y. nton, N. Y. nton, N. Y. nton, N. Y. nton, N. Y.
Title of company, Binghamton Central Address of general offices, 63 Court str Date of close of fiscal year, February 20 Date of stockholders' annual meeting, For information concerning this repo- hamton, N. Y.	eet, Binghamton, N 8. April 28.	I. Y.	street, Bing-

<sup>\*</sup>Discount of about 1% cents on tickets, being 7 tickets for 25 cents.

#### BINGHAMTON AND PORT DICKINSON.

(Date of charter, May 1, 1868.)

The Binghamton and Port Dickinson railroad is a horse railway and used for the transportation of passengers. The total amount of capital stock is \$27,164.50. The length of the road is about six miles—it runs from the village of Port Dickinson through the city of Binghamton and beyond the city limits into the town of Binghamton.

This road was leased by the company January 1, 1883, to N. C. Osborn for a term of ten years—and the road is operated by said Osborn. The lessee pays an annual rental of \$3.300 to the company, which, after deducting taxes and other expenses, is divided in dividends declared with the stockholders; there is no debt.

This report as filed with the Board is a combination of the lessee's report and the report of the company itself.—R. R. Commissioners.

#### Capital Stock.

	COMMON.	
	No. of shares.	Par value.
Issued for actual cash and now outstanding	271.645	\$27,164 5
Cost of Road and Equipmen		
ROAD.		otal cost up to Sept. 80, 1889.
Roadbed, superstructure and rails	·····	\$28,511 7
*EQUIPMENT.	•	
Horses		\$3,750 0
Harness		400 0
<u>Cars</u>		8,100 0
Cars Wagons, trucks, snow plows, sleighs	• • • • • • • • • • • • • • • • • • • •	225 0
Total cost of equipment	••••••	\$12,475 0
Gross earnings from operation		\$14,656 0 10,080 0
Rental paid by lessee to company	•••••	
		3,300 0
Balance to lessee		3,300 0
	•••••••••••••••••••••••••••••••••••••••	3,300 0 \$1,326 0
Balance to lessee	•	\$1,326 0 \$3,300 0
Balance to lessee	\$115 12 795 16	\$1,326 0 \$1,326 0 \$3,300 0
Balance to lessee	\$115 12 795 16	3,300 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7
Balance to lessee	\$115 12 795 16	3,300 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7
Balance to lessee	\$115 12 795 16	3,300 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7
Balance to lessee	\$115 12 795 16	3,300 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7
Balance to lessee	\$115 12 796 16	3,300 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7
Balance to lessee	\$115 12 795 16	\$1,326 0 \$1,326 0 \$3,300 0 910 2 \$2,389 7 \$14,656 0

<sup>\*</sup>This equipment is supposed to belong to lessee. See Report of 1888.— R. R. Commissioners.

# 700 REPORT OF THE RAILBOAD COMMISSIONERS.

Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice.	加 6
Total operating expenses	410,000
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.:	Xia.
Single track, main line, from West End to Port Dickinson Second track on main line Sidings on main line	
Total length of all tracks and sidings owned	63
Weight of rail per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars run Rate of fare per passenger Average number of employees (including officials) during year	4 ft. 85 iz.
Wages, Etc., of Employees.	
Average number hours on deper day.	of Wager per uty day.
Drivers	14

	Officers of the Company.	
(FEO. HARRIS	Title. President Secretary and Treas Superintendent	Binghamton, N. I.
Name, HARVEY WESTOOTT W. G. RICH C. BEAN T. G. RICH, Jr C. WATERMAN E. B. RICH	Directors of the Company,	Binghamton, N. I. Binghamton, N. I. Binghamton, N. I. Binghamton, N. I. Binghamton, N. I.

Title of company, Binghamton and Port Dickinson Railroad Company. Address of general offices, Binghamton, N. Y. Date of close of fiscal year, December 31. Date of stockholders' annual meeting, first Monday in August. For information as to this report, address G. M. Harris, Secretary.

# BLEECKER STREET AND FULTON FERRY.

## LESSOR.

LESSEE - TWENTY-THIRD STREET.

(Date of charter, December 12, 1864.)

For history of organization, see Report of 1885.

## Capital Stock and Funded Debt.

	CAPITAL I	STOCE	<b>.</b>				
	1	No. of	shares.	Par v	alue.	on	realized amount tanding.
Authorized by law or charter outstanding	r, and now		9,000		1900,000		\$900,000
	Funded	DEBT	•				,
* CDESIGNATION OF LIEN.	When due.	Bate.	Wh	en	Amou outsta ing	nd- o	Cash realized namount utstand- ing.
First mortgage bonds	Jan. 1, 1890	p.c.	Jan. 1 &	July 1	\$700,	000	\$700,000
Roadbed, superstructure and ra Buildings and fixtures Extension Eleventh avenue tra-	Cost of I	•••••	•••••	••••••		ю 8ер	cost up t. 80, 1889. 749,812 14 28,523 49 23,595 98
Total cost of road			•••••			\$1,	801,931 58
Income Account  Rental  Disposition of rental, as follow Interest on funded debt due an  Payments from rentals, as follo Dividends declared, 1% per cent	s, viz. : l accrued	•••••		<b>s</b>	49,000 0		\$62,500 00
-	alance Sheet					-	62,500 00
Cost of road	_	-		•		\$1,	801,931 58
Capital stockFunded debtProfit and loss (surplus)						. 1	900,000 00 700,000 00 201,931 58
- LORG MEG TODD (Bull Prair)							201,001 00

Name.	Title.	Official Address.
JOHN H. SELMES	Vice-President	621 West 23d street, N. Y. city. 621 West 23d street, N. Y. city. 621 West 23d street, N. Y. city.

# REPORT OF THE RAILBOAD COMMISSIONERS.

Directors of the Company.		
Name.	Residence.	
JOHN H. SELMES	New York city.	
IBAAC HENDRIX	New York city.	
JOSEPH JACOBS	New York city.	
MATHEW H. BEERS	New York city.	
H. W. Bentley	Boonville, N. Y.	
John Downey	New York city.	
ALEX E. KURSHEEDT	New York city.	
Samuel M. Smith	New York city.	
EBENEZER BEADLESTON	New York city.	
HENDERSON MOORE.	New York city.	
M. M. WHITE	New York city.	
OTIS W. RANDALL	New York city.	
HORACE P. DICKIE.	New York city.	

Title of company, Bleecker Street and Fulton Ferry Railroad Company.
Address of general offices, 621 West Twenty-third street. New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, fourth Monday in January.
For information concerning this report, address Thomas H. McLean, Secretary.

#### BROADWAY OF BROOKLYN.

(Date of charter, August 20, 1858.)

For history of organization, see Reports of 1885 and 1888.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realised on amount
	No. of shares.	Par value.	outstanding.
Authorized by law or charter	5,250	\$525,000	
Issued for actual cash	3,550 960	\$355,000 95,000	\$355,000
Issued on account of real estate	750	75,000	
Total now outstanding	5,250	\$525,000	\$365,000

#### FUNDED DEBT.

DESIGNATION OF LIEN.	*When due.	Interest, when payable.	Amount author- ized.	Amount outstand- ing.
First mortgage bonds of the Broad- way Railroad Company	••••	Jan.and July.	\$250,000	\$225,000
issued to build and equip the same, and guaranteed by the Broadway Railroad Company		Jan.and July.	100,000	100,000

<sup>\*</sup>These bonds were payable January 1, 1889. By an agreement entered into with the bondholders June, 1888, the time for the redemption of the same has been extended and they now are payable at any time upon giving six months' notice to the registered holders thereof, and the interest on the same from July 1, 1889, has been reduced to five per cent per annum.

# BROADWAY OF BROOKLYN.

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	*\$101 71 *11,880 00	\$241,226 73 216,258 74 95,000 00
Total cost of road	*\$11,981 71	\$652,485 47
EQUIPMENT.  Horses, harness, cars, wagons, trucks, snow plows and sleighs	*\$16,000 00	\$321,745 20
Grand total cost of road and equipment	*827,981 71	\$874,280 67
Construction account:  Roadbed, superstructure and rails, 2 tons, 17 cwt. rails sold  Real estate, buildings and fatures:  Four lots of ground and brick buildings, corner of Fultor  avenues, built and used for a depot for the Cyprus Hills 1	and Alabams	
Equipment account: One hundred horses (decrease in consequence of the relevated railroads, affecting all our lines)	unning of the	16,000 00
Total	••••••	\$27,981 71
Total		·
Income Account for Year Ending Septe	mber 30, 1889	·.
Income Account for Year Ending Septe	mber 30, 1889	\$338,073 61 292,415 11
Income Account for Year Ending Septe Gross earnings from operation	3740 00 1,322 77 21 86	\$338,073 61 292,416 11 \$45,658 50
Income Account for Year Ending Septe Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings. Interest. Miscellaneous.	**************************************	\$338,073 61 292,415 11 \$45,658 50 2,094 98
Income Account for Year Ending Septe Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings. Interest.	3740 00 1,322 77 21 84 10 42	\$338,073 61 292,416 11 \$45,658 50 2,094 98 \$47,753 48
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings Interest. Miscellaneous.  Gross income from all sources Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued	**************************************	\$338,073 61 292,416 11 \$45,658 50 2,094 98 \$47,753 48
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings Interest. Miscellaneous  Gross income from all sources Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above Interest on funded debt due and accrued  Surplus for year ending September 30, 1889.	**************************************	\$338,073 61 292,416 11 \$45,658 50 2,094 98 \$47,753 48
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings Interest. Miscellaneous.  Gross income from all sources Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued	\$740 00 1,322 70 21 86 10 42 42 43 43 43 43 43 43 43 43 43 43 43 43 43	\$338,073 61 292,416 11 \$45,658 60 2,094 96 \$47,753 46 33,991 53 \$13,761 96
Income Account for Year Ending Septe Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation. Income from other sources, as follows, vis.: Rent of panels in cars. Rent of tracks and buildings. Interest. Miscellaneous.  Gross income from all sources Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes on ther than above. Interest on funded debt due and accrued  Surplus for year ending September 30, 1889.  General Income Account.	\$740 00 1,322 70 21 86 10 42 42 43 43 43 43 43 43 43 43 43 43 43 43 43	\$338,073 61 292,416 11 \$45,658 60 2,094 96 \$47,753 46 33,991 53 \$13,761 96
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rent of panels in cars. Rent of tracks and buildings Interest. Miscellaneous.  Gross income from all sources Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued  Surplus for year ending September 30, 1889  General Income Account. Surplus for year ending September 30, 1889  Total surplus September 30, 1889	**************************************	\$338,073 61 292,415 11 \$45,658 50 2,094 98 \$47,753 48 33,991 53 \$13,761 98 19,722 35 \$33,484 34
Income Account for Year Ending Septe Gross earnings from operation. Less operating expenses (excluding all taxes)  Net earnings from operation.  Income from other sources, as follows, vis.: Rent of panels in cars. Rent of tracks and buildings. Interest.  Miscellaneous.  Gross income from all sources  Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued  Surplus for year ending September 30, 1889.  General Income Account.  Surplus for year ending September 30, 1889.  Surplus up to September 30, 1889.	**************************************	\$338,073 61 292,415 11 \$45,658 50 2,094 98 \$47,753 48 33,991 53 \$13,761 98 19,722 35 \$33,484 34

## OPERATING EXPENSES.

Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Detectives Rent of tracks and building Licenses on cars. Depot supplies Use of telephones Sundries	90,000 S 12 20 11,001 S 12,000
Total operating expenses	\$292,415 11
General Balance Sheet September 30, 1889.	
Assets.	A
Cost of road	9552,485 f 391,745 9
Current assets, as follows, viz.:       \$5,878 77         Cash on hand       \$0,000 00         Bills receivable       \$0,000 00         Open accounts       964 11         Supplies on hand       19,763 70         Accrued interest       27 77	54.64 ¥
·	00,00.
_	9930.865 EL
<u>-</u>	\$930,665 EL
Capital stock  Liabilities.	
Capital stock. LIABILITIES. Funded debt.	\$636,066 61 \$636,000 69 \$60,000 69
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued \$4,375 00 Due for wages and supplies 6,158 34 Open accounts 109 04 Tickets in circulation 500 00 Estimated for taxes, insurance and licenses on cars in advance, 11,288 30	\$525,000 00 \$50,000 00 \$22,380 65
Capital stock Funded debt.	\$625,000 00 \$50,000 00
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued \$4,375 00 Due for wages and supplies 6,158 34 Open accounts 109 04 Tickets in circulation 500 00 Estimated for taxes, insurance and licenses on cars in advance, 11,288 30	25.25,000 00 250,000 00 22,380 57 33,484 34
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued \$4,375 00 Due for wages and supplies 6,158 34 Open accounts 109 04 Tickets in circulation 500 00 Estimated for taxes, insurance and licenses on cars in advance, 11,288 30	9525,000 00 250,000 00 22,380 65 33,484 34 \$930,665 00
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued \$4,375 00 Due for wages and supplies 6,158 34 Open accounts 500 00 Estimated for taxes, insurance and licenses on cars in advance, 11,238 30 Profit and loss (surplus) = Characteristics of Road, Equipment, Etc.	9525,000 00 850,000 00 22,380 56 33,484 54 \$930,665 00
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 350,000 00 22,300 00 33,454 54 3230,865 02 Miles. 4.65
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 250,000 00 22,380 55 23,484 34 \$630,665 00 Miles. 4.05 1.5
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 250,000 00 22,380 55 23,484 34 \$630,665 00 Miles. 4.05 1.5
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 250,000 00 22,300 65 33,484 34 \$930,665 00 Miles. 4.65 1.5 1.5 1.35
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 99 350,000 99 22,389 59 33,484 34 9930,955 60 1.5 1.5 1.5 2 11.09 11.09 11.09 11.09
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 250,000 00 22,300 65 33,484 34 \$930,665 00 Miles. 4.65 1.5 1.5 1.35
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued \$4,375 00 Due for wages and supplies 6,158 34 Open accounts 109 04 Tickets in circulation 500 00 Estimated for taxes, insurance and licenses on cars in advance, 11,238 30 Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from foot of Broadway to East New York. Single track, branch, from Reid avenue to Atlantic avenue. Single track, branch, from Ralph avenue to Bergen street Single track, branch, from East New York to Cypress Hills  Total length of single track on main line and branches. Second track on main line and branches. Sidings on main line and branches.	9525,000 69 350,000 69 22,200 55 33,684 34 9530,865 62 1.5 1.36 1.06 11.06 11.06 2 33.02
Capital stock Funded debt.  Current liabilities, as follows, viz.:  Interest on funded debt accrued	9526,000 00 850,000 00 22,380 55 33,484 54 \$930,665 00 11.05 11.06 11.05 11.06 11.06 11.06 11.06
Capital stock Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt accrued	9525,000 00 350,000 00 22,300 00 33,425 54 3230,865 00 11.065 11.
Capital stock Funded debt.  Current liabilities, as follows, viz.:  Interest on funded debt accrued	9525,000 09 350,000 09 22,300 59 33,681 34 9330,865 00 Miles. 4.655 1.5 1.5 2 11.005

Schedule time making trip one way:  East New York.  Reid avenue.  Summer avenue.  Ralph avenue.  Cypress Hills extension.  Rate of fare per passenger:  Fast New York Reid. Summer and Ralph avenue lines.	45 minutes. 35 minutes. 35 minutes. 40 minutes. 20 minutes.
Rate of fare per passenger: East New York, Reid. Sumner and Ralph avenue lines	5 cents.
Cypress Hills extension	3 cents. 6,945,801 380

## Salaries, Wages, Etc., of Officers and Employees.

Officers and Clerks. Annual
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#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	.1 12	\$2.0
Drivers	12	2 0
tarters	10	2 5
Watchmen	. 12	20
Switchmen	. 12	\$1 14 and 1 7
Roadmen, towing cars	. 12	1 2
Hostlers	. 12	1 7
Prackmen	. 10	1 75, 2 50, 3 0
Repair shop	1	1 2 00, 2 25, 2 5
	1	l and 2.7
Horseshoers	. 10	8 00 and 3 2
Foremen of stables	. 12	2.5

#### ACCIDENTS.

# Passengers injured .....

#### Officers of the Company.

Name	Title.	Official Address.
EDWIN BEERS	President	21 Broadway, Brooklyn, N. Y. 21 Broadway, Brooklyn, N. Y.
JOSHUA CRANDALL	Superintendent	21 Broadway, Brooklyn, N. 1. 21 Broadway, Brooklyn, N. Y.

#### Directors of the Company.

Name.	Residence.
EDWIN BREES.	Brooklyn, N. Y.
WILLIAM H. HUSTED	Brooklyn, N. Y.
SAMUEL M. MEEKER	Brooklyn, N. Y.
FREDERIC CROMWELL	New York city
ECEFORD WEBB	Brooklyn, N. Y.
WM. M. INGRAHAM	Brooklyn, N. Y.
WM. F. GARRISON	Brooklyn, N. Y.
JOHN G. JENKINS	Brooklyn, N. Y.
Peter Wyckoff	Brooklyn, N. Y.
GEO, L. Fox	Brooklyn, N. I.
JOHN G. FURMAN	New York city
WM. H. MATO	Brooklyn, N. Y.
S. L. Husted, Jr.	New York city.

Title of company. Broadway Railroad Company of Brooklyn.
Address of general offices, 21 Broadway, Brooklyn, E. D., N. Y.
Date of close of fiscal year, December 21.
Date of stockholders' annual meeting, first Monday in May.
For information concerning this report, address Robert Sealey, Secretary.

# BROADWAY AND SEVENTH AVENUE (New York city).

(Date of charter, May 26, 1864.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of con- struction and now outstanding	21,000	\$2,100,000

#### FUNDED DEBT.

			INTEREST.	Amount
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.
First mortgage bonds	June 1, 1904	p.c. 5 5 5 5	June 1, Dec. 1 Jan. 1, July 1 Jan. 25, July 25 Feb. 1, Aug. 1	\$1,500,000 500,000 100,000 100,000

Note.—In addition to the funded debt above mentioned, this company, in part consideration for the use of the tracks of the Broadway Surface Railroad Company, in Broadway, between Fifteenth street and the Battery, assumes the payment of the principal and interest of \$1,125,000 of the first mortgage bonds of the said Broadway Surface Railroad Company, and likewise has assumed payment of the interest of the second mortgage bonds of said company to the amount of \$1,000,000, and also by the lease of the South Ferry Railroad Company it assumes the payment of principal and interest of \$350,000 of the mortgage bonds of that company, which payments are charged in this report under the head of rentals, as follows:

Interest on the Broadway Surface Railroad bonds  Six months' interest on South Ferry Railroad bonds  Which amount, added to the following items, make up the sum charged	\$106,250 00 8,750 00
to rentals, viz.:	

\$187,222 68

#### Cost of Road and Equipment.

A STATE OF THE PROPERTY STATE OF THE PROPERT

Road.	Additions or betterments during year ending Sept. 80, 1889.	Total cost of road and equipment up to Sept. 30, 1899.
Roadbed, superstructure and rails Real estate. Buildings and fixtures.		\$2,644,531 83 785,680 67 334,435 32
Total cost of road		\$3.764,647 22

# BROADWAY AND SEVENTH AVENUE.

# Cost of Road and Equipment—(Continued).

Equipment, .	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Horses and harness	• • • • • • • • • • • • • • • • • • • •	\$321,446 25 211,700 00
Cars Wagons, trucks, snow plows. sleighs	*81,125 00	1,081 53
Total cost of equipment	*\$1,125 00	\$534,227 78
Grand total cost of road and equipment	*\$1,125 00	\$1,298,875 00
		:
Income Account for Year Ending Septement	nber 30, 1889	•
Gross earnings from operation		\$1,533,666 79 1,000,785 45
Gross income from all sources		\$532,981 34
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	\$21,263 62	
Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued.	12,578 92	
Interest on funded debt due and accrued	110 000 00	
Interest on loans	1,172 26	
Rentals	187,222 88	862,098 81
* · · · · · · · · · · · · · · · · · · ·	-	
Net income from all sources	•••••	\$170,832 53
Dividends declared, 4 per cent on capital stock		84,000 00
Surplus for year ending September 30, 1889		\$86,832 53
General Income Account.	-	
	•	
Surplus for year ending September 30, 1889	\$12,681 30 3 96 2 85	\$86,832 53
Add one week a wages of last year paid this year 12.00	<del></del>	
Deduct amount in settlement of account of John O'Br	\$72,684 27	
receiver betweenear or account or some or br	57,889 69	
		14,744 58
Total surplus September 30, 1889		\$72,087 95
Analysis of Gross Earnings and Operati	ng Expenses.	
Earnings,	-	
From nassangars		\$1,529,066 79
Advertisments Rent of tracks		2,600 00 2,000 00
Total gross earnings	·····	\$1,588,666 79
OPERATING EXPENSES.		
Repairs of roadbed and track	· · · · · · · · · · · · · · · · · · ·	\$31,118 59 5,629 <b>6</b> 0
Repairs of buildings and fixtures Repairs and renewals of cars and other vehicles Repairs of harness and stable equipment		KS 207 72
Repairs of harness and stable equipment.		11.229 92
Horseshoein a		26,210 55 65,710 00
Renewals of horses. Provender (including expense of grinding). Salaries of general officers and clerks.	••••••	
Salaries of general officers and clerks		82.092 56
wages of conductors and drivers and engineers on dummy	C&TB	320,094 88
Wages of watchmen, starters, switchmen, roadmen, hostler	s, etc	138,820 92

# 708 REPORT OF THE RAILROAD COMMISSIONERS.

Light and fuel. Water tax Damages to persons and property Legal expenses and settlement of suits.	\$7,994 7
Water tax	2,045 79 21,634 9
Legal expenses and settlement of suits.	91.55; 59
Advertising, printing and omce expenses	3,454 II 3,754 <b>4</b>
Insurance Removal of snow and ice, and street cleaning	13,271 6
Detective service	5,622 2
Railroad Commissioners	432 BS 482 BB
Rent of stable for changes Discount on silver, strike expenses and petty disbursements too numer=	
ous to give in detailOil and waste	5,545 % 214 79
<del>-</del>	
Total operating expenses	\$1.000,736 6
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$8,764,647 19 534,227 79
Current assets, as follows, viz.:	
Cash on hand	
Open accounts	
	* 163,211 F
<del>-</del>	\$4,462,086 7
·	
Capital stockLiabilities.	\$2,100,000 m
Funded debt Interest on funded debt due and accrued	21,200,000 10
Open accounts	900 @
Jūdoments	
Back taxes       4,162 35         City 3 per cent       32,222 88	
Car license	
Profit and loss (surplus)	89,098 21 72,067 96
	\$4,462.096 T
Characteristics of Book Burdemant Plan	
Characteristics of Road, Equipment, Etc.	\$4,462.086 \$7
Length of railway owned by company, as follows, viz :	
Length of railway owned by company, as follows, viz.: Single track, main line from Fifty-ninth street and Savanih avenue to	\$4,462.096 F Miles.
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Single track, branches, from Fifty-first street and Seventh avenue to	\$4,462,086 E Miles. 4,223
Length of railway owned by company, as follows, viz :	\$4,462.096 F Miles.
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.	Miles. 4.223 4.646
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway.  Total length of single track on main line and branches.  Second track on main line and branches.	\$4,467.086 \( \tilde{\Sigma} \) Miles. 4.223 4.646
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.	Miles. 4.223 4.646
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway.  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway.  Total length of single track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:	Miles. 4.223 4.646 8.325 8.325
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Total length of single track on main line and branches.  Total length of single track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.	Miles. 4.222 4.046 8.328 8.326 16.656
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway.  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway.  Total length of single track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:	Miles. 4.222 4.646 8.325 8.326 16.666
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway.  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.	Miles. 4.222 4.046 8.325 8.325 16.666 2.567 .559
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry  Total length of single track leased.  Second track and sidings.	Miles. 4.222 4.046 8.325 8.326 16.656 2.557 .850 3.357
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway.  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.  Second track and sidings.  Total length of all tracks and sidings leased.	Miles. 4.222 4.646 8.325 8.326 16.656 2.557 .559 3.357
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry  Total length of single track leased.  Second track and sidings.	Miles. 4.222 4.046 8.325 8.326 16.656 2.557 .850 3.357
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.  Second track and sidings.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.	Miles. 4.222 4.046 8.325 8.326 16.666 2.567 .859 3.357 6.714 23.579
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.  Second track on main line and branches  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows: Single track from Fifteenth street and Broadway to Bowling Green. Single track from Vesey and Church streets to South Ferry  Total length of single track leased Second track and sidings.  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.	## 4.462.066 E  Miles. 4.223 4.646 8.325 8.325 16.666 2.557 .859 3.357 6.714 23.570 47 to 60 lbs 4 ft. 8% in
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Figure track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway.  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.  Second track and sidings.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.  Gauge of track.	## 14.467.086 F  Miles. 4.222 4.046 8.325 8.326 16.666 2.557 .850 3.357 6.714 23.579 47 to 60 lbs 4 ft. 8½ in
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Total length of single track on main line and branches.  Becond track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.  Second track and sidings.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.  Gauge of track.  Number of box cars.  Horses.  Schedule time making trip one way.	2.507 4.714 23.579 4.714 4.714 23.579 47 to 60 lbs 4 ft. 8% in
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows: Single track from Fifteenth street and Broadway to Bowling Green. Single track from Vesey and Church streets to South Ferry.  Total length of single track leased Second track and sidings.  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.  Gauge of track. Number of box cars. Horses. Schedule time making trip one way.  Cars run.	Miles. 4.223 4.646 8.335 8.335 16.656 2.557 8.500 2.357 47 to 60 lbs 4 ft. 8% in 224 1.692 8 very min.
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway  Total length of single track on main line and branches.  Becond track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows:  Single track from Fifteenth street and Broadway to Bowling Green.  Single track from Vesey and Church streets to South Ferry.  Total length of single track leased.  Second track and sidings.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.  Gauge of track.  Number of box cars.  Horses.  Schedule time making trip one way.  Cars run.	Miles. 4.222 4.646 8.335 8.335 16.666 2.567 .850 3.357 6.714 23.579 47 to 60 lbs 4 ft. 8% in 228 1.892 52 min. Every min. 5 cents.
Length of railway owned by company, as follows, viz.:  Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway  Total length of single track on main line and branches.  Second track on main line and branches.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows: Single track from Fifteenth street and Broadway to Bowling Green. Single track from Vesey and Church streets to South Ferry.  Total length of single track leased Second track and sidings.  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased.  Weight of rail per yard.  Gauge of track. Number of box cars. Horses. Schedule time making trip one way.  Cars run.	Miles. 4.222 4.646 8.335 16.656 2.567 .859 2.571 47 to 60 lbs 4 ft. 8% in 224 1.692 52 min. Every min.

## BROADWAY AND SEVENTH AVENUE.

#### Salaries, Wages, Etc., of Officers and Employees,

OFFICERS AND CLERKS.	Annual salary.
General officers	\$17,000 . 835
Receivers	800
General clerk	1,000

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.	9%	\$2 00
Drivers		2 00
Starters	10	. 2 42
Watchmen	*12	2 00
Switchmen	10 !	\$1 00, 1 25
Roadmen	10	1 75, 2 00, 2 25
Hostlers	10	1 75
Inspectors	12	2 57
Woodworkers	10	8 00
Painters	10	2 75
Horseshoers	9½ :	3 00
Fransfer agents	10 :	2 00

#### ACCIDENTS.

er ·	Injured.	Killed.	Total.
Passengers Employees. Others	4 1 2	i	4 2 3
Total		2	. 9

#### Officers of the Company.

Name.	Title.	Official Address.
HENRY THOMPSON	President	New York city.
THOMAS F. RYAN	Secretary and Treasurer Superintendent	. New York city. . New York city.

# Directors of the Company. Name. Residence. CHARLES BANKS. CHARLES BANKS. JOHN J. BRADLEY New York city. WILLIAM B. DINSMOBE. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. New York city. W. H. ROCKWELL. New York city. W. H. ROCKWELL. New York city. HENEY THOMES F. RYAN. New York city. HENEY THOMES F. RYAN. New York city. HENEY THOMES F. New York city. HENEY THOMES F. New York city. Philadelphia, Pa. PETEB A. B. WIDENER Philadelphia, Pa. D. B. HASBBOUCK. Brooklyn, N. Y.

Title of company, Broadway and Seventh Avenue Railroad Company, General offices at 761 Seventh avenue, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in June.
For information concerning this report, address Broadway and Seventh Avenue Railroad Company.

# BROOKLYN, BUSHWICK AND QUEENS COUNTY.

(Date of charter, February 7, 1885.)

For history of organization, see Reports of 1885, 1886 and 1888.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

		No	of shares.	Par valua
Authorized by law or charter, issued for now outstanding.	purchase and	1	1,000	\$10¢.0#
FUNDED	DEBT.			
			INTEREST.	
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amous: outstand ing.
First mortgage	Jan. 1, 1916	p.c. 6	Jan. & Ju	ly \$250,600
Cost of Road an Roa Total cost up to September 30, 1889	 			otal cost up & Sept. 30, 188. \$359,986 5
Total cost up to September 30, 1888 Less decrease in equipment		••••	•••••	\$25,455 £ 5,150 £
Total cost of equipment		••••		\$20,305 6
Grand total cost of road and equipment	••••••	••••		
Income Account for Year E	nding Septe	mb	er <b>30,</b> 1889.	
Gross earnings from operation Less operating expenses (excluding all taxes	)	• • • • •		969,505 95 73,251 33
Net loss from operation				\$3.745 \$
Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above Interest on funded debt due and accrued			989 69	16,558 11
Deficit for year ending September 30, 1889			-	\$30.308 £
			=	530,000 1
General Incom				
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888	· · · · · · · · · · · · · · · · · · ·	· · · · ·	•••••••••••••••••••••••••••••••••••••••	\$20,363 G 121,896 91
Less certificates of indebtedness turned into tion, per memorandum attached to quarter	the treasur	er fo	or cancella- h 31, 1889	\$142,200 \$9
Total deficit September 30, 1889			•••••••	\$49.200 38
· ·				

<sup>\*</sup> Issued in taking up prior mortgage.

#### Analysis of Gross Earnings and Operating Expenses.

#### EARNINGS. From passengers..... \$69,505 96 OPERATING EXPENSES. Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment. \$8,938 70 589 19 1,696 68 459 56 2,269 88 Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. 2,790 00 11,928 02 1,867 23,190 24 11,986 56 Light and fuel Damages to persons and property. Advertising, printing and office expenses. Insurance 371 47 1,278 70 95 85 1,386 65 Insurance Removal of snow and ice. Contingencies. Interest. Rent. 270 40 446 80 8,285 50 400 00 Total operating expenses..... \$73,251 38 General Balance Sheet September 30, 1889. A SSTETS. \$359.966 50 20.305 42 Current assets, as follows, viz.: Cash on hand Open accounts Supplies on hand Sundries \$9,632 75 11 45 1,721 32 12,320 95 Profit and loss (deficiency)..... 44,200 88 \$486,793 25 LIABILITIES. Capital stock..... \$100,000 00 250,000 00 Current liabilities, as follows, viz.: 54,261 58 21,168 87 2,743 48 Open accounts..... Interest..... Rent ..... 166 65 TAXAB 977 09 1,226 18 Wages ..... 86,793 25 \$436,793 25 Characteristics of Road, Equipment, Etc. Miles. Length of railway owned by company, as follows: Single track, main line, from Broadway, Brooklyn, to St. John's cemetery Second track on main line 6 5 Total length of all tracks and sidings owned...... 47 to 52 lbs. Weight of rails per yard..... 4 ft. 8% in. 22 25 178 1 hr. 10 min. Brooklyn Queens county Rate of fare per passenger: Kings county. 6 to 90 min. & cents 6 cents. 1,527,600 About 75

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS AND CLERKS.	Annusi sust.
General officers, superintenden	ts and clerks	\$1,867 13
	OTHER EMPLOYEES.	
		Wages per day.
Conductors		2#
Starters		
Watchmen		
Roadmen		
TOM TOO A POOL OF THE TOTAL OF T		

## Officers of the Company. Title.

Official Address.

GEORGE W. VAN ALLEN	Secretary	New York city. Bhode Island.
Name.  David W. Binns. C. B. Cottrell. Geo. W. Van Allen. WM. H. Van Allen. WM. B. Wait.  *John Engles  *Walter A. Jones.		Rhode Island. New York city. New York city. New York city. Brooklyn, N. Y.

Title of company, Brooklyn, Bushwick and Queens County Railroad Company, Address of general offices at Metropolitan avenue and city line, East Williamburgh, L. I., N. Y. Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address Brooklyn, Bushwick and Queens County Railroad Company.

#### BROOKLYN CABLE.

(Date of charter, November 10, 1886.)

No report for 1839 received.

Name.

<sup>\*</sup> Deceased.

## BROOKLYN CITY.

#### BROOKLYN CITY.

(Date of charter, December 17, 1853.)

For history of organization, see Report of 1885.
On the 1st day of August, 1889, this company leased the properties of the Brooklyn Crosstown. The Calvary Cemetery, Greenpoint and Brooklyn, The New Williamsburg and Flatbush and The Greenpoint and Lorimer Street Railroad Companies, and under authority granted by chapter 254, Laws of 1857, has acquired \$1,000,900 out of \$1,020,000 outstanding capital stock of said companies. The operation of these roads from August 1 to September 30, 1889, is included in this report.

## Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	. ООМП	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Issued for actual cash and now outstanding	320,000	\$3,200,000	\$3,200,000 ±

#### FUNDED DEBT.

			INTEREST.	Amount	Cash realized	
DESIGNATION OF LIEN.	When due.		When payable.	outstand- ing.	on amount outstand- ing.	
First mortgage bonds	Jan. 1, 1902	р.с. Б	Jan. 1 & July 1	\$800,000	\$811,646	

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructurs and rails and right of way	\$2,404 70 49,211 69	\$1,871,424 11 1,594,305 60
Total cost of road	\$51,616 39	\$2,965,729 71
EQUIPMENT. Horses	\$3,150 00 83,487 52	\$1,445,781 15
Total cost of equipment	\$36,587 52	\$1,445,781 15
Grand total cost of road and equipment	\$88,203 91	\$4,411,510 86

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional curves, track, etc	\$2,404 70 49,211 69
Additional horses Additional cars, trucks, wagons, etc	3,150 00 33,437 <b>52</b>
Total	\$88,203 91

# REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$9,736,460 11 2,141,765 Ti
Net earnings from operation	\$584,600 M
Income from other sources, as follows, viz.:	
Interest. \$170 22 Dividend on Bushwick Railroad stock. \$3,265 75	33.435 F
Gross income from all sources.	9618,12¢ ∑
Deductions from income, as follows, viz.:	<b>401</b> 0,124 E
Taxes on property used in operation of road       \$78,172 11         Taxes on earnings and capital stock       18,912 61         Taxes other than above       1,002 85         Interest on funded debt due and accrued       40,000 00         Interest on floating debt       28,003 44         Rental of leased lines       64,050 69	<b>230</b> .141 71
Net income from all sources	8367,964 €
Payments from net income, as follows, viz.:	2227
Dividends declared, 8 per cent on capital stock	256,000 A
Surplus for year ending September 30, 1889	\$131,964 €
General Income Account.	
Surplus for year ending September 30, 1889.  Surplus up to September 30, 1888.  Surplus up to September 30, 1888.  See 2,449 75	\$131,964 &
Surplus up to September 30, 1888. 2562,449 75 Deduct payments made for indebtedness of leased lines prior to August 1.1889. 34,544 60	
	527,905 5
Total surplus September 30, 1889	<b>865</b> 9.8% %
Analysis of Gross Earnings and Operating Expenses.	
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.	
	\$2,700,261 67 26,199 05
EARNINGS.	\$2,700,261 67 26,199 05 \$3,726,460 12
From passengers.  Miscellaneous  Total gross earnings  Operating Expenses.	26,199 65 \$2,726,460 12
From passengers. Miscellaneous  Total gross earnings	\$6,199 65 \$3,726,460 12 \$22,992 66 119,556 69 21,473 77 55,367 30 314,926 86 56,874 35 56,874 35 56,874 35 57,082 44 47,894 35 20,523 91 7,123 93 19,225 45 3,971 53 1,500 60 1,500 60
From passengers.  Miscellaneous  Total gross earnings  OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of ars and other vehicles. Repairs of harness and stable equipment. Horseschoeing Renewals of horses and mules. Provender (including expense of grinding) Salarles of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel. Water tax. Damages to persons and property. Legal expenses. Advertising, printing and office expenses. Insurance Removal of snow and ice Rents. Donations to employees Passenger tickets furnished employees Telephone rental Miscellaneous expenses.	26,199 05 23,726,460 13 22,922 66 119,556 89 21,473 77 55,387 34 108,691 09 314,926 87 58,874 35 58,874 35 58,874 35 58,874 35 57,183 31 7,133 31 7,133 31 19,225 45 3,991 31 1,500 09 1,500 00 1,500 00 1,500 00 1,509 53
From passengers.  Miscellaneous  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel. Water tax. Damages to persons and property. Legal expenses. Advertising, printing and office expenses. Insurance Removal of snow and ice Rents. Donations to employees. Passenger tickets furnished employees. Telephone rental Miscellaneous expenses.	26,199 05 23,726,460 13 22,922 66 119,556 89 21,473 77 55,387 34 108,691 09 314,926 87 58,874 35 58,874 35 58,874 35 58,874 35 57,183 31 7,133 31 7,133 31 19,225 45 3,991 31 1,500 09 1,500 00 1,500 00 1,500 00 1,509 53

# BROOKLYN CITY.

Other permanent investments, as follows, viz.: Construction on leased lines. Capital stock of leased lines.	\$18,074 63 2,097,660 00
Current assets, as follows, viz.:       \$142,909 22         Cash on hand.       \$142,909 22         Open accounts.       \$11,880 87         Supplies on hand       99,954 28         Accrued interest on funded debt.       \$10,000 00	284,64 <b>4 8</b> 7
-	\$6,761,889 86
=	
Capital stockLiabilities,	\$3,200,000 00
Funded debt	800,000 00
Current liabilities, as follows, viz.:  Interest on funded debt, accrued.  Bills payable.  Open accounts.  \$10,000 2,000,000 2,000	
Profit and loss (surplus)	2,102,000 00 659,889 86
	\$6,761,889 86
, Characteristics of Road, Equipment, Etc.	Miles.
Total length of single track on main line and branches	39.17 39.17 11.26
Total length of all tracks and sidings owned	89.60
Total length of single track leased	29.68 27.52
Total length of all tracks and sidings leased	57,15
Grand total length of all tracks and sidings owned and leased	146.75
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from 7 min. to Cars run from main terminus Rate of fare per passenger: Children Adults Within city limits: Children Steam of the cars of t	45 to 64 lbs. 4 ft. 8½ in. 739 575 29 4,793 0 l hr. 14 min. Every ¼ min. 3, 4 and 6c. 5, 5, 8 and 10c. 3 cents. 5 cents.
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from	45 to 64 lbs. 4 ft. 8½ in. 739 575 99 4,793 0 1 hr. 14 min. Every ¼ min. , 3, 4 and 6c. , 5, 8 and 10c.
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from 7 min to Cars run from main terminus Rate of fare per passenger: Children Adults Within city limits: Children Adults Number of passengers carried in cars during year	45 to 64 lbs. 4 ft. 8% in. 739 575 99 4,793 b) 1 hr. 14 min. Every % min 3, 4 and 6c. 3, 5, 8 and 10c. 3 cents. 5 cents. 5 cents. 55,800,000
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from 7 min. to Cars run from main terminus Rate of fare per passenger: Children 1 Adults Within city limits: Children 3 Adults Within city limits: Children 4 Adults Number of passengers carried in cars during year Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees. Officers and Clerks.	45 to 64 lbs. 4 ft. 8% in. 739 575 99 4,793 b) 1 hr. 14 min. Every % min 3, 4 and 6c. 3, 5, 8 and 10c. 3 cents. 5 cents. 5 cents. 55,800,000
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from 7 min. to Cars run from main terminus Rate of fare per passenger: Children 1 Adults Within city limits: Children 2 Average number of employees (including officials) during year Average number of employees, Etc., of Officers and Employees.	45 to 64 lbs. 4 ft. 8% in. 739 575 29 4,793 51 hr. 14 min. Every % min 3, 4 and 6c. 5, 5, 8 and 10c. 3 cents. 5 cents. 5 cents. 5 cents. 5 cents. 5 cents. 6,300,000
Weight of rail per yard Gauge of track Number of box cars Open cars Steam motors Horses Average schedule time making trip one way varies on different lines from from T min to Cars run from main terminus Rate of fare per passenger: Children Adults Within city limits: Children Adults Number of passengers carried in cars during year Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees. General officers	45 to 64 lbs. 4 ft. 8% in. 739 575 29 4,793 51 hr. 14 min. Every % min 3, 4 and 6c. 5, 5, 8 and 10c. 3 cents. 5 cents. 5 cents. 5 cents. 5 cents. 5 cents. 6,300,000

#### ACCIDENTS.

	Injured.	Killed.	Total
Passengers Employee	1		4
Others	14	8	15

#### Officers of the Company.

Name.	Title.	Official Address.
DANIEL F. LEWIS	President	Brooklyn, N. Y.
H. M. THOMPSON	Secretary	Brooklyn, N. Y.
CROWELL HADDEN	Tressurer	Brooklyn, N. Y.
J. C. CAMERON	Superintendent	Brooklyn, N. Y.

Directors of the Company.	
Name.	Residence.
Daniel F. Lewis	. Brooklyn, N. Y.
ALEX STUDWELL	. Brooklyn, N. Y.
WM. H. HUSTED	. Brooklyn, N. Y.
CROWELL HADDEN	Brooklyn, N. 1.
WM. M. THOMAS GEORGE W. BERGEN	. Brooklyn, N. I.
John C. Barbon	New York city
EDWIN PACKARD	Brooklyn, N. Y.
Frank Lyman	Brooklyn, N. Y.
EDWARD D. WHITE	Brooklyn, N. Y.
ELIPHALET W. BLISS	. Brooklyn, N. Y.
H. M. THOMPSON	Brooklyn, N. 1.
H. W. Slocum	. Brookivh. N. X.

Title of company. The Brooklyn City Railroad Company.
Address of general offices, No. 10 Fulton street, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address H. M. Thompson, Secretary.

### BROOKLYN CITY AND NEWTOWN.

(Date of charter, May 22, 1860.)

For history of organization and consolidation, see Reports of 1885 and 1887.

## Capital Stock and Funded Debt.

CAPITAL STOCK.

	COM	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	20,000	\$2,000,000	
Issued for actual cash	7,000 3,000	\$700,000 300,000	\$700,000
Total now outstanding	10,000	\$1,000,000	\$700,900

\$2,240 62

#### FUNDED DEBT.

			INTERE	ST.	Amou	nt realiz	
DESIGNATION OF LIEN.	When due.	Rate.	when payable			id- on amo	uni
First mortgage bonds		p.c.	Apr. 1 &	t Oct. 1	\$400,0	3400	,000
company on consolidation with Franklin Avenue B. R. Co	July 1, 1890 7 Jan.1 & July					000	
	of Road an		quipme				
<del> </del>				l	ions or		
ROAD	•			better durin endin	rments g year g Sept. 1889.	of road a equipme up to Se 30, 1889	nd ont ot.
Bight of way Beal estate Building and fixtures Interest and discount charged to Boad built by contract Purchase of constructed road Sundries charged to construction	construction					<u> </u>	08 3 41 3 09 5 50 0 13 8 16 4
Bight of way	construction				105 00	202,44 46,2 297,5 11,3 379,4 438,5 4,3	08 34 41 35 09 54 50 00 13 85 16 44 89 25
Bight of way Beal estate Building and fixtures Interest and discountcharged to Boad built by contract. Purchase of constructed road Sundries charged to construction Total cost of road  EQUIPME	construction			•	4,939 84 105 00 	202,44 46,22 297,56 11,3 379,4 438,5 4,3 \$1,814,6	08 34 41 32 09 53 50 00 13 87 16 44 89 21 23 46
Bight of way Beal estate Building and fixtures Interest and discountcharged to Boad built by contract. Purchase of constructed road Sundries charged to construction Total cost of road  EQUIPME	construction			•	4,939 84 105 00 	202,44 46,22 297,56 11,3 379,4 438,5 4,3 \$1,814,6	08 34 41 32 09 53 50 00 13 87 16 44 89 27 23 44
Едигрин	construction			•	4,939 84 105 00 	202,44 46,22 297,56 11,3 379,4 438,5 4,3 \$1,814,6	08 34 41 32 09 53 50 00 13 87 16 44 89 21 23 46 25 00 77 56 92 52
Bight of way Beal estate Building and fixtures Interest and discountcharged to Boad built by contract. Purchase of constructed road Sundries charged to construction Total cost of road  EQUIPME	construction			•	4,939 84 105 00 	202,44 46,22 297,56 11,3 379,4 438,5 4,3 \$1,814,6	08 34 41 32 09 53 50 00 13 87 16 44 89 21 23 46 25 00 77 50 92 52 59 78
Bight of way Beal estate Building and fixtures Interest and discountcharged to Road built by contract. Purchase of constructed road Sundries charged to construction  Total cost of road  EQUIPME HOTSES Harness Cars. Wagons, trucks, snow plows, sleig Office fixtures, safes and stable ed	construction			3	4,939 84 105 00 6,294 84	202,44 40,2 297,54 11,3 379,4 438,5 4,3 \$1,814,6  \$116,3 9,5 236,5 8,6 6,4	08 34 41 32 09 53 50 00 13 87 16 44 89 27 23 40 25 00 77 50 92 52 59 71 36 63
Bight of way Beal estate Building and fixtures Interest and discountcharged to Road built by contract. Purchase of constructed road  Total cost of road  Equipme Horses Harness Cars Wagons, trucks, snow plows, sleip Office fixtures, safes and stable ed	construction				4,939 84 106 00 5,294 84 1,122 70	202.44 46,2 297.56 11,3 379.4 438.5 4,3 \$1,814.6 \$116.3 9,5 236.5 8,6 5,4	08 34 41 82 99 53 560 00 13 87 16 44 89 21 23 44 225 00 777 56 777 56 777 56 777 56 777 56 777 56 777 56 777 56
Bight of way Beal estate Building and fixtures Interest and discountcharged to Boad built by contract. Purchase of constructed road  Total cost of road  Equipme Horses Harness Dars Wagons, trucks, snow plows, sleig Office fixtures, safes and stable ed Total cost of equipment  Grand total cost of road and equipment in the state of equipment	construction			***************************************	4,939 84 105 00 6,294 84 1,122 70 1,122 70	202.44 46.2 297.56 11.3 379.4 438.5 4.3 \$1.814.6  \$116.3 9.5 235.5 8.6 5.4 \$375.5	08 3441 32 09 53 550 00 13 87 16 44 89 21 223 46 225 00 65 77 56 7
Bight of way Beal estate Building and fixtures Interest and discountcharged to Road built by contract. Purchase of constructed road Sundries charged to construction  Total cost of road  EQUIPME HOTSES Harness Cars. Wagons, trucks, snow plows, sleig Office fixtures, safes and stable ed	ons or Berry	3	ENTS DU	RING T	4,939 84 105 00 5,294 84 1,122 70 4,172 14	202.44 46.2 297.56 11.3 \$79.4 438.5 4.3 \$1.814.6 \$116.3 9.5 236.5 8.6 5.4 \$375.5	08 34 41 33 909 53 916 44 889 22 223 44 225 00 777 5 599 2 55 69 7 78 66 91 4

# 

Deficit for year ending September 30, 1889.....

# REPORT OF THE RAILROAD COMMISSIONERS.

#### General Income Account.

Surplus up to September 30, 1888	. \$16,537 H
C/B	2.651 19
Total surplus September 30, 1889.	\$14,165 @
Analysis of Gross Earnings and Operating Expense	1.
EARNINGS.	
	. \$387,164 38
From passengers. Rent of car panels for advertising. Rent of tracks, balance to credit of this account.	. 851 57 . 48 89
Total gross earnings	. \$388,064 R4
OPERATING EXPENSES.	
Repairs of roadbed and track	\$10,199 @
Repairs of buildings and fixtures	. 1.400 %
Repairs of cars and other vehicles. Repairs of harness and stable equipment	11,192 45
Repairs of harness and stable equipment	2,330 59 10,561 77
Renewals of horses and mules	9,169 5
Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks	63,132 55
Salaries of general officers and clerks	11,126 19
Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	108,778 00 50,029 66
Light and fuel	3.839 32
Woter tax	1.449.99
Damages to persons and property	9 841 50
Legal expenses Advertising, printing and office expenses. Insurance Removal of snow and ice	4,564 60 936 18
Insurance	8,001 15
Removal of snow and ice	548 27
Contingent expenses	71.7IM XI
Oll and waste	137 <b>66</b> 2,294 68
Indicators and detectors	4,219 00
Total operating expenses	\$309,469 41
•	
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$1,814,623 46
Cost of equipment	375,591 49 13,072 68
	. 13,012 00
Current assets, as follows, viz.:	
Cash on hand	
Bills receivable	
Bills receivable       208 33         Open accounts       12,852 70         Supplies on hand       5,645 56	
Sundries 812 04	
	35,965 04
	\$2,239,352 58
<b>1</b>	
Liabilities.	
Capital stock	\$1,000,000 00 600,000 96
Current liabilities, as follows, viz.:	
Interest on funded debt, due and accrued	
Bills payable     67,315 48       Open accounts     11,726 17       Bond and mortgage     490,000 00	
Bond and mortgage	625,066 56
Profit and loss (surplus)	14,186 03
•	\$2,289,952 56
•	

# BROOKLYN CITY AND NEWTOWN.

			_
Characteristics	of Road.	Kanipment	. Etc.

Single track, main line, from Wykoff avenue to Fulton ferry   4.8		•	
Single track, main line, from Wykoff avenue to Fruton ferry   4.1	Length of railsou owned by company, as follows:		Miles
Washington streets   1.5	Single track, main line, from Wykoff avenue to Fulton ferr Single track, branch, from Gold street and DeKalb avenue	to Front and	i 4.5
Total length of single track on main line and branches   11.4	Washington streets	to De Bevoise	. 1.2 9
Total length of single track on main line and branches			
Second track on main line and branches   8.6	Single track, branch, from Grand Street ferry to Prospect	Park	. 4.2
### Total length of all tracks and sidings owned.    Total length of all tracks and sidings owned.   21.8	Total length of single track on main line and branches		. 11.4
Weight of rail per yard	Second track on main line and branches		. 8.5
Automotive of track	Total length of all tracks and sidings owned	• • • • • • • • • • • • • • • • • • • •	. 21.8
Automotive of track	Westerh A of cell concerns		45 to 60 lbs
Number of box cars	weight of fall per yard		. 40 to 60 108
Horses	Number of box cars	<b></b> .	. 11
Add   Add			
Cars run, after midnight	Horses	· · · · · · · · · · · · · · · · · · ·	61
Conductors   Con	Sonedule time making trip one way	•••••••	Every 1 2 mir
Adults	lars run, after midnight		Every 30 mir
Conductors	Rate of fare per passenger:	• • • • • • • • • • • • • • • • • • • •	. 1,101, 00 1111
Conductors			5 cents
Salaries, Wages, Etc., of Officers and Employees.   Salaries, Wages, Etc., of Officers and Employees.   Officers and Clerks.   Annual salary (General officers   \$7,560   \$3,210   \$3	Adults		
Salaries, Wages, Etc., of Officers and Employees.   Officers and Clerks.   Annual salary   37,560 0   3,210 0   365 1	Adults	• • • • • • • • • • • • • • •	a centra
Average   number of hours on duty   per day.	Children. Number of passengers carried in cars during year. Average number of employees (including officials) during y	70&r	8,266,846 . 356
Average   number of hours on duty   per day.	Children. Number of passengers carried in cars during year	Employees.	Annual salary . \$7,560 0 . 3,210 0
Number of hours on duty per day.	Children. Number of passengers carried in cars during year	Employees.	Annual salary . \$7,560 0 . 3,210 0
Conductors   12   \$2 0     Drivers   12   2 0     Starters   12   2 0     Watchmen   12   2 0     Roadmen   10   1 7     Hostlers   10   1 7     Repair shop   10   \$2 50 and 3 0     Harness   10   3 5 0     Harness   10   3 5 0     Horseshoers   10   3 5 0     Starters   10   3 5 0     Harness	Children. Number of passengers carried in cars during year	Employees.	Annual salary . \$7,560 0 . 3,210 0
Conductors   12   \$2 0	Children. Number of passengers carried in cars during year	Employees.	356 Annual salary \$7,560 3,210 356 19
Conductors         12         \$2 0           Drivers         12         2 0           Starters         12         2 0           Watchmen         12         2 0           Roadmen         10         1 7           Hostlers         10         1 7           Repair shop         10         \$2 50 and 3 0           Harness         10         3 0           Hornsehoers         10         3 0	Children Number of passengers carried in cars during year Average number of employees (including officials) during y  Salaries, Wages, Etc., of Officers and I  Officers and Clerks. General officers. Inspectors and receivers. Clerks  OTHER EMPLOYEES.	Average number of	Annual salary 97,560 0 3,210 0 356 19
Drivers     12     2 0       Starters     12     2 0       Watchmen     12     2 0       Rosdmen     10     1 7       Hostlers     10     1 7       Repair shop     10     \$2 50 and 3 0       Harness     10     2 50       Horneshopers     10     3 0	Othldren. Number of passengers carried in cars during year Average number of employees (including officials) during y  Sataries, Wages, Etc., of Officers and I  Officers and Clerks. General officers. Inspectors and receivers. Clerks  OTHER EMPLOYEES.	Average number of hours on duty per day.	35 Annual salary \$7,550 0 3,210 0 356 1 Wages
Watchmen     12     2 0       Roadmen     10     1 7       Hostlers     10     2 50 and 3 0       Repair shop     10     \$2 50 and 3 0       Harness     10     3 0       Horseshoers     10     3 0	Children. Number of passengers carried in cars during year Average number of employees (including officials) during y  Salaries, Wages, Etc., of Officers and I  Officers and Clerks. General officers. Inspectors and receivers. Clerks  OTHER EMPLOYEES.	Average number of hours on duty per day.	Annual salary \$7,560 0 \$,210 0 \$366 1 Wages per day.
Roadmen     10     1 7       Hostlers     10     1 7       Repair shop     10     \$2 50 and 3 0       Harness     10     2 50 and 3 0       Horseshoers     10     3 0	Children.  Children.  Number of passengers carried in cars during year.  Average number of employees (including officials) during y  Salaries, Wages, Etc., of Officers and I  Officers and Clerks.  General officers.  Inspectors and receivers.  Clerks.  OTHER EMPLOYEES.  Conductors.	Average number of hours on duty per day.	Annual salary \$7,560 0 \$,210 0 \$366 1 Wages per day.
Hostlers	Children. Number of passengers carried in cars during year. Average number of employees (including officials) during y  Salaries, Wages, Etc., of Officers and I  Officers and Clerks. General officers. Inspectors and receivers. Clerks.  OTHER EMPLOYEES.  Conductors Drivers Starters	Average number of hours on duty per day.	Wages per day.
Repair shop.     10     \$2 50 and 3 0       Harness     10     2 5       Horneshopra     10     3 0	Children  Children  Number of passengers carried in cars during year  Average number of employees (including officials) during y  Salaries, Wages, Etc., of Officers and I  Officers and Clerks.  General officers.  Clerks  OTHER EMPLOYEES.  Conductors  Drivers  Starters  Watchmen	Average number of hours on duty per day.	Wages per day.
Harness 10 2.5	Conductors Originals  Conductors Staters Staters Watchmen  Conductors Staters Watchmen  Children  Salaries, Wages, Etc., of Officers and I  Officers and Clerks.  Officers and Clerks.  OTHER EMPLOYEES.	Average number of hours on duty per day.	Wages per day.
Horseshoers 10 9 0	Conductors Drivers Starters Watchmen  Conductors Drivers Starters Watchmen Rosalers Watchmen Rosalers	Average number of hours on duty per day.	Wages per day.  \$2 0 2 0 2 0 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1
Tow boys and extras 10   1 25 and 1 7	Conductors Drivers Starters Watchmen Roadmen	Average number of hours on duty per day.	Wages per day.  \$2 00 2 00 17: \$2 50 and 3 00
	Conductors Drivers Stateres Wateres Other Employees Conductors Drivers Stateres Wateres Wateres Conductors Conductors Drivers Stateres Wateres	Average number of hours on duty per day.	Wages per day.  \$2 00 20 0 17: \$2 50 and 3 0 5 0 5 0 5 0 5 0 0 5 0 5 0 5 0 5 0 0 5 0

## ACCIDENTS.

	Injured.	Killed.	!
Passengers. Others	. 6	i	
Total	. 9	1	10

#### Officers of the Company.

Name.  John N. Partridge  Duncan B. Cannon  John L. Heins	Title. President Secretary and Treasure. Superintendent	Official Address. Brooklyn, N. Y. Brooklyn, N. Y. Brooklyn, N. Y.
Nama.	Pirectors of the Company.	Rosidence

Name. R	esidence.
JOHN N. PARTRIDGE Bro	oklyn. N.T.
HENRY B. HYDE	w York city.
LOUIS FITZGERALD	w York city.
ALFRED WAGSTAFF New	w York city.
JOHN C. JACOBSBro	oklyn, N. I.
THOMAS ENNIS Bro	oklyn, N. Y.
EUGENE T. LYNCH	shing, L. I.

Title of company, Brooklyn City and Newtown Railroad Company.
Address of general offices, DeKalb and Central avenues, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in April.
For information concerning this report, address Duncan B. Cannon, Secretary and Treasurer.

#### BROOKLYN CROSSTOWN.

:----

(Date of charter, April 30, 1872.)

TEN MONTHS ENDING JULY 31, 1889.

On the 1st day of August, 1889, this company leased its railroad and property to the Brooklyn City Railroad Company.

Lessee is to pay interest on debtand eight per cent per annum on the capital stock as rental.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	сом	MON.
	No. of shares.	Par value
Authorized by law or charter	20,000	\$500.000
Issued for actual cash	12.000 8,000	\$500,000 200,000
Total now outstanding	20,000	\$500,000

#### FUNDED DEBT.

P	****		INTEREST.	Amount
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.
Bonds	July 1, 1908	p.c.	Jan. & July	\$200,000

# BROOKLYN CROSSTOWN.

# Cost of Road and Equipment.

Road.	Additions or betterments during ten months end- ing July 31, 1889.	Total cost of road and equipment up to July 31, 1889.
Roadbed, superstructure and rails	*\$9,995 00	\$471,639 26- 186,533 87
Total cost of road	*89,995 00	\$608,178 T3
Equipment.		
Horses Harness	\$1,875 00 *1,237 33 *4,121 00	\$101,075 00- 4,644 06- 70,600 00
Total cost of equipment	*3,483 33	\$176,319 08
Grand total cost of road and equipment	*\$13,478 83	\$784,492 19
Income Account for Ten Months Ending	Jnly 21, 1886	1.
Gross earnings from operation		
Net earnings from operation		<del></del>
Passenger cars Damages Tickets Rent of track Advertising and printing	256 62 2,370 85 9,938 20	
Gross income from all sources		\$74,262 36
Deductions from income, as follows, viz.: Taxes on property used in operation of road	\$8,808 30 10,482 41	) l - 19,285 71
Net income from all sources	••••	\$54,976 65
Payments from net income, as follows, riz.: Dividends declared, \$1.25 per share on capital stock		. 50,000 00
Surplus for ten months ending July 31, 1889		\$4,976 65
General Income Account.  Surplus for ten months ending September 30, 1889  Surplus up to September 30, 1888		. \$4,976 65 . 97,757 24
Total surplus July 31, 1889	•••••	
Analysis of Gross Earnings and Operat	ing Expenses	<b>.</b>
Earnings,		
From passengers	• • • • • • • • • • • • • • • • • • • •	. \$319,544 81
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renowals of horses and mules. Provender (including expense of grinding).		. 8.273 41
Horseshoeing Renewals of horses and mules Provender (including expense of grinding).		. 8

<sup>\*</sup> Apparent decrease as per Report of 1888.—R. R. Commissioners.

Salaries of general officers and clerks	\$8,120 90
Salaries of general officers and clerks	87.90.6
Wages of watchmen, starters, switchmen, roalmen, hostlers, etc	38.895 %
Light and fuel	1.788 6
Water tax	336 71
Damages to persons and property	2,899 30
Legal expenses	5.874 🐯
Damages to persons and property Legal expenses Advertising, printing and office expenses.	315 18
Insurance Removal of snow and ice.	998 G 353 23
Contingencies	12,850 14
Total operating expenses	\$258,079 92
General Balance Sheet September 30, 1859.	
Assets.	
Cost of road and equipment	\$784,492 19
LIABILITIES.	
Capital stock	9500,000 60
Funded debt	200,000 00
Profit and loss (surplus)	84,492 19
_	\$784,492 19
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Long Island City to Erie basin	5.61
Second track on main line and branches	5.00
Total length of all tracks and sidings owned	*10. <b>6</b> 7
Number of passengers carried in cars during ten months ending July	
31, 1889	6,600,000
Officers and Directors of the Company.	

### Officers and Directors of the Company.

Present officers and directors of the company, same as those of the Brooklyn City Railroad Company.

Title of company, Brooklyn Crosstown Railroad Company. Address of general offices. 10 Fulton street, Brooklyn, N. Y. Date of close of fiscal year, September 30. For information concerning this report, address H. M. Thompson, Secretary.

#### BUFFALO.

(Date of charter, 'April 6, 1860.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	сож	MON.	Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000	\$100,000

<sup>\*</sup>These figures are also included in the report of the Brooklyn City Bailroad Company.

—R. R. Commissioners.

## FUNDED DEBT.

Designation of Lien.	When due.		INTEREST.	Amount
DESIGNATION OF LIER.	when due.	Bate.	When payable.	outstand- ing.
First mortgage	May 1, 1889 July 1, 1905 July 2, 1888 Dec. 17, 1902	p.c. 7 7&8 6 6	May & Nov. Jan. & July Jan. & July Jan. & July	\$150,000 650,000 1,000 6,000
Total	• • • • • • • • • • • • • • • • • • • •			\$807,000

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails and right of way Real estate, buildings and fixtures	\$16,558 95 *10,010 53	\$870,840 9 362,604 8
Total cost of road	\$6,548 42	\$732,945 7
EQUIPMENT.	*\$1,080 14	\$126,814 0
iarness		7,759 5
lars		114.900 0
Cars	162 50	13,714 9
Electric motors and other electrical appliances	9,064 78	9,064 7
Total cost of equipment		\$271,752 6
Frand total cost of road and equipment		
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry impr	RING THE YEAR	\$16,160 6
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry impre Electrical line equipment	RING THE YEAR.	\$16,160 6 398 2 7,650 2 9,064 7: 8,839 1
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry impre- Electrical line equipment Electrical station equipments Electrical car equipments Sundry improvements to buildings New snow plow	RING THE YEAR.	\$16,160 6' 398 22 7,650 22 9,064 7: 8,339 11 162 56
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry impre- Electrical line equipment Electrical station equipments Electrical car equipments Sundry improvements to buildings New snow plow	RING THE YEAR.	\$16,160 6' 398 22 7,650 22 9,064 7: 8,339 11 162 56
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry improved the equipment. Electrical line equipment. Electrical car equipments Sundry improvements to buildings New snow plow	26,000 00 1,080 14	\$16,160 6 \$78 2 7,650 2 9,064 7 8,339 1 162 5 \$41,775 66 27,080 1
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry improved the equipment	\$26,000 00 1,090 14	\$16,160 6' 398 22 7,650 22 9,064 7' 8,339 11 162 56 \$41,775 66 27,080 14
DETAILS OF ADDITIONS OR BETTERMENTS DUI Track from Main street to Driving Park, and sundry impredientriosal line equipment Electrical station equipment Electrical car equipments Sundry improvements to buildings New snow plow  Less land sold Less reduction in number of horses.	\$26,000 00 1,080 14	\$16,160 6' 398 22 7,650 22 9,064 7' 8,339 1' 162 56  \$41,776 66 27,080 1- \$14,696 51

Delications design to the second of the seco	
Deductions from income, as follows, viz.: Taxes on property used in operation of road, on barnings and capital stock, other than above.  Interest on funded debt due and accrued.  \$6,457 72	
Interest on funded debt due and accrued 54,420 00 Interest on floating debt. 7,525 28	
	\$70.465 EL
Surplus for year ending September 30, 1889	\$4,461 21
General Income Account.	
Surplus for year ending September 30, 1889       \$72,836       28         Surplus up to September 30, 1888       \$72,836       29         Premiums on bonds sold       1,100       00         Profit on sale of land       24,000       00	\$4,461 11
	¥1,346 3
Total surplus September 30, 1889	\$102,897 54
Analysis of Gross Earnings and Operating Expenses	
Earnings.	
From passengers	\$438,502 78
OPERATING EXPENSES.	*** *** ***
Repairs of roadbed and track Repairs of buildings and fixtures.	\$14,297 17 6,174 20
Repairs of cars and other vehicles.  Repairs of harness and stable equipment	14,737 80
Repairs of harness and stable equipment	7,567 46 7,296 74
Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wassest or order to be delivered and clerks.	33,111 05
Provender (including expense of grinding)	62,321 98
Wagnes of general officers and clerks	11,001 96 109,08 <b>3</b> 79
Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel	62.311 57
Light and fuel	5,873 80
Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses	938 67 3,229 <b>9</b> 5
Legal expenses	6,436 28
Advertising, printing and office expenses	2,894 16
Insurance Removal of snow and ice	4,536 56 2,565 39
Contingencies.	9,233 %
Total operating expenses	
General Balance Sheet September 30, 1889.	
Cost of road	
Cost of equipment	\$732,945 T7 \$71,752 66
Current assets, as follows, vix.:	
Cash on hand	
Open accounts	
Supplies on hand       16,568 22         Sundries       29,225 00	
DUILUTIUS	173,608 03
•	\$1,178,306 46
- ,	
Capital stockLiabilities.	\$100,000 00
Funded debt	807,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued	
Interest due and accrued	
Sundries 10,408 12	140 45
Profit and loss (surplus)	168,998 92 102,397 54
•	\$1,178,306 46
•	

# Characteristics of Road, Equipment, Etc.

Length of raikeay owned by company, as follows: Single track, main line, from Ohio street to Delavan avenue on Main street, Single track, branch, from Main street to Hertel avenue on Niagara street. Single track, branch, from Main street to Driving Park.	Miles. 8.570 4.482 .552
Total length of single track on main line and branches	8.604 8.041 .741
Total length of all tracks and sidings owned	17.386
Weight of rail per yard. Gauge of track. Number of box cars. Open cars. Horses and mules. Schedule time making trip one way. Cars run. Rate of fare per passenger: Adults. Children. Number of passengers carried in cars during year. Average number of employees (including officials) during year.	50 lbs. 4 ft. 8% in. 79 47 914 52 min. Every 2 min. 5 cents. 3 cents. 9,210,286 470

# Salaries, Wages, Etc., of Officers and Employees.

Officers and Clerks.	Annual salary.
General officers and clerks	\$11,001 96

### OTHER EMPLOYEES.

Conductors Drivers Starters.		
		90 15 14
Watchmen Switchmen Roadmen Hostlers	12 12 10 10	Per day. \$1 50 1 50 1 50

# Passengers injured......ACCIDENTS.

1

# Officers of the Company.

Name. Title.	Official Address
HENRY M. WATSON Presider SAMUEL S. SPAULDING Secretar	nt Buffalo, N. Y.
Samuel S. Spaulding Secretar	y Buffalo, N. Y.
WM. H. WATSON Treasur	er Buffalo, N. Y.

# Directors of the Company.

Name.	Residence.
HENRY M. WATSON	. Buffalo, N. Y.
PASCAL P. PRATT	. Buffalo, N. Y.
Elbridge G. Spaulding	. Buffale, N. Y.
GIBSON T. WILLIAMS	. Buffalo, N. Y.
SAMUEL S. SPAULDING	. Buffalo, N. Y.

Title of company. The Buffalo Street Railroad Company. General offices at No. 346 Main street. Buffalo, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in June. For information concerning this report, address Henry M. Watson, President.

# BUFFALO EAST SIDE.

(Date of charter, May 19, 1870.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	соммон.		Cash realized
	No. of shares.	Par value.	outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000	\$1.69,58

# FUNDED DEBT.

			INTEREST.	Amount
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstanding and cash realized.
First mortgage Second mortgage Mortgage on real estate Mortgage on real estate Mortgage on real estate Mortgage on real estate Mortgage on real estate Mortgage on real estate	June 1, 1904 Sept. 1, 1912 May 80, 1905 Feb. 1, 1906 Jan. 1, 1892	p.c. 7 6 6 6 6	June & Dec. Mar. & Sept. May & Nov. Feb. & Aug. Jan. & July. Feb. & Aug.	\$300,000 293,000 30,000 40,000 12,500 5,000
Total	••••		•••••	\$693,589

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails, and right of way Beal estate, buildings and fixtures	\$27.742 60 *889 61	9667,700 55 151,880 58
Total cost of road	\$26,852 99	\$819,590 13
Horses	\$14,820 44 202 00 *11,700 00 1,040 00	\$62,441 49 1,941 00 63,109 60 5,927 18
Total cost of equipment	\$4,362 44	\$123,469 66
Grand total cost of road and equipment	\$31,215 43	\$942,960 79

# BUFFALO EAST SIDE.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
Construction of 1.018 miles new second track and switches, changing grade of tracks to park.  Electrical line equipment Improvements to buildings.	\$20,550 01 7,192 59
One number and one new norses	510 89 14.820 44
New harness New snow scrapers	202 00 1,040 00
Less received from sale of land	\$44,815 48
Total	18,100 00
Total	\$31,215 48
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$252,848 31 195,297 65
Gross income from all sources.	<b>\$</b> 57,550 66
Deductions from income, as follows, viz:  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Taxes other than above.  Interest on funded debt due and accrued.  Interest on finded debt due and accrued.  34,960 00  Interest on findating debt.  3439 93	
Interest on funded debt due and accrued 43,950 00 Interest on floating debt . 3.439 83	55,702 2 <del>6</del>
Surplus for year ending September 30, 1889	\$1,848 40
==	
General Income Account.	
Surplus for year ending September 30, 1889. Surplus up to September 30, 1888. Premium on sale of bonds. 2,000 00	\$1,848 40 4,460 18
Total surplus September 30, 1889	-,
2000 0419160 00900M001 00, 1000	
Analysis of Gross Earnings and Operating Expenses.	
Eabnings.	**** *** ***
From passengers	\$252,848 81
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment.	\$12,188 75 677 84
Repairs of cars and other vehicles	16,525 62 1,811 89
	4,629 25
Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks.	11,683 50
Salaries of general officers and clerks.	28,079 28 9,863 08
Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	54.983 21
	30,753 41 2,540 67
Water tax Damages to persons and property Legal expenses Advertising, printing, and office expenses	490 53
Damages to persons and property	3,660 99 6,646 91
Advertising, printing, and office expenses	1,015 05
Insurance Removal of snow and ice. Contingencies	1,608 68 2,852 98 5,391 61
Total operating expenses.	\$195,297 65
acent characters orbanos:	4100,201.00
General Balance Sheet September 30, 1889.	
Assets.	
Cost of equipment	\$819,590 18 123,409 66

sets, as follows, viz.: nd	h on hand
hand	plies on hand
8,980 08	dries
3014.	
<b>*</b>	•
Liabilities. k	ital stockLIABILITIES.
· · · · · · · · · · · · · · · · · · ·	aea aebt
bililies, as follows, viz.: e and accrued	srent liabilities, as follows, viz.: Frest due and accrued
69,324 31	s payable
le	driesdries
DBS (SUTPLUS)	
9864	
Characteristics of Road, Equipment, Etc.	Characteristics of Road, Equip
railway owned by company, as follows:  s, main line and branches.	ength of railway owned by company, as follows:
k on main line and branchesk on main line and branches	gie track, main line and branches
main line and branches	ngs on main line and branches
ngth of all tracks and sidings owned	Total length of all tracks and sidings owned
ail per yard	ght of rail per yard
box cars	nber of box cars
ack 4 ft. box cars mules	n carsses and mules
me making trip one way	
· · · · · · · · · · · · · · · · · · ·	edule time making trip one way
o der dassenger:	e of fare per passenger:
per passenger:	e rune making trip one way e of fare per passenger: Adults
5 per passenger:	e of fare per passenger: Adults Children
5 per passenger:	e of fare per passenger: Adults Children
5 per passenger:	es rune of fare per passenger: Adults Children nber of passengers carried in cars during year rage number of employees (including officials). duri
per passenger:  passengers carried in cars during year  passengers carried in cars during year  s, mber of employees (including officials), during year.	es run
5 per passenger:  5 per passenger:  5 per passengers carried in cars during year  mber of employees (including officials), during year  Salaries, Wages, Etc., of Officers and Employees,	or fare per passenger: Adults Children nber of passengers carried in cars during year rage number of employees (including officials). duri Salaries, Wages, Etc., of Officers a
5 per passenger:  5 per passengers carried in cars during year  5 passengers carried in cars during year  5 passengers carried in cars during year  5 passengers carried in cars during year  5 passengers carried in cars during year  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  6 passenger:  5 passenger:  5 passenger:  5 passenger:  5 passenger:  6 passenger:  5 passenger:  6 passenger:  5 passenger:  6 passenger:  7 passenger:  8 passen	es run. e of fare per passenger: Adults Children mber of passengers carried in cars during year rrage number of employees (including officials). duri  Salaries, Wages, Etc., of Officers a  Officers and Clerks.
Spensenger:  passengers carried in cars during year  passengers carried in cars during year  passengers carried in cars during year  spensengers carried in carr	es run. e of fare per passenger: Adults Children mber of passengers carried in cars during year rrage number of employees (including officials). duri  Salaries, Wages, Etc., of Officers a  Officers and Clerks.
5 per passenger:  5 per passenger:  5 per passengers carried in cars during year  mber of employees (including officials), during year  Salaries, Wages, Etc., of Officers and Employees,  Officers and Clerks.  OTHER EMPLOYEES.  Average	es run. e of fare per passenger: Adults Children mber of passengers carried in cars during year rrage number of employees (including officials). duri  Salaries, Wages, Etc., of Officers a  Officers and Clerks.
5 per passenger:  5 per passenger:  5 per passengers carried in cars during year  mber of employees (including officials), during year  Salaries, Wages, Etc., of Officers and Employees,  Officers and Clerks.  OTHER EMPLOYEES.  Average	es run. e of fare per passenger: Adults Children mber of passengers carried in cars during year rrage number of employees (including officials). duri  Salaries, Wages, Etc., of Officers a  Officers and Clerks.
Spenders and clerks Other Employees.  Other Employees.	es run. e of fare per passenger: Adults Children mber of passengers carried in cars during year rrage number of employees (including officials). duri  Salaries, Wages, Etc., of Officers a  Officers and Clerks.
Spensenger:  Spensengers carried in cars during year  Spensengers carried in cars during year  Mober of employees (including officials), during year  Salaries, Wages, Etc., of Officers and Employees,  Officers and Clerks.  Annual spensengers  OTHER EMPLOYEES.  Average number of hours on duty per day.  Wages	e of fare per passenger: Adults Children mber of passengers carried in cars during year rage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks OTHER EMPLOYEES.
Sper passenger:  Special Speci	of fare per passenger: Adults Children nber of passengers carried in cars during year rage number of employees (including officials). duri Salaries, Wages, Etc., of Officers a Officers and Clerks OTHER EMPLOYEES.
per passenger:  5 per passenge	e of fare per passenger: Adults Children mber of passengers carried in cars during year rage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks OTHER EMPLOYEES.
Sper passenger:  Specific of the property of the period of	of fare per passenger: Adults Children mber of passengers carried in cars during year mage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks.  OTHER EMPLOYEES.  ductors ductors tchmen
Sper passenger:  Specific of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the plane of the per day.  Per 12	of fare per passenger: Adults Children nber of passengers carried in cars during year rage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks OTHER EMPLOYEES.  ductors vers rters tchmen tchmen
per passenger:  5 passengers carried in cars during year	of fare per passenger: Adults Children mber of passengers carried in cars during year mage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks.  OTHER EMPLOYEES.  ductors ductors vers triers
per passenger:  5 passengers carried in cars during year	ductors.  ductors.  ductors.  ductors.  contact the making trip one way e of fare per passenger: Adults Children nber of passengers carried in cars during year rage number of employees (including officials), during the contact officers and clerks.  Officers and Clerks.  OTHER EMPLOYEES.  ductors.  vers.  techmen techmen dimen. dimen. dimen.
Selection of the property of the period of t	of fare per passenger: Adults Children mber of passengers carried in cars during year rage number of employees (including officials), duri Salaries, Wages, Etc., of Officers a Officers and Clerks  OTHER EMPLOYEES.  ductors vers tehmen tehmen dimen stilers
ACCIDENTS.  5 passenger:  5 passengers carried in cars during year	ductors.  Of fare per passenger: Accidents.  of fare per passenger: Adults Children Children Children Salaries, Wages, Etc., of Officers a Officers and Clerks OTHER EMPLOYEES.  ductors. vers tehmen tehmen ddmen ddmen Accidents.
Salaries, Wages, Etc., of Officers and Employees, Officers and Clerks.  Other Employees.  Other Employees.  Average number of hours on duty per day.  Accidents.  Accidents.  Accidents.	ductors  ductors  ductors  chief Employees  Children  chief of passengers carried in cars during year  chief of passengers carried in cars during year  chief of passengers carried in cars during year  chief of passengers carried in cars during year  chief of passengers carried in cars during year  chief of passengers carried in cars during year  chief of passengers and clerks  Officers and Clerks  OTHER EMPLOYEES.  ductors  chief of passengers  ductors  ductors  telmen  ductors  telmen  ductors  telmen  ductors  chief of passengers  Accidents  seengers injured  Accidents
Selaries, Wages, Etc., of Officers and Employees, Officers and Clerks.  OTHER EMPLOYEES.  Average number of hours on duty per day.  Per day.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.	ductors.  ductor
per passenger:    Salaries   Sala	ductors.  ductors.  ductors.  contact member of employees (including officials), during year.  Officers and clerks.  OTHER EMPLOYEES.  ductors.  vers.  tehmen.  tehmen.  tehmen.  tehmen.  telm
Selaries, Wages, Etc., of Officers and Employees, Officers and Clerks.  OTHER EMPLOYEES.  Average number of hours on duty per day.  Per day.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.  Accidents.	ductors.  ductors.  ductors.  contact member of employees (including officials), during year.  Officers and clerks.  OTHER EMPLOYEES.  ductors.  vers.  tehmen.  tehmen.  tehmen.  tehmen.  telm

# BUFFALO EAST SIDE.

Directors of the Company.  Name.  SAMUEL S. SPAULDING. HENEY M. WATSON. ELBRIDGE G. SPAULDING. POBTER NOBTON. WILLIAM H. WATSON.	Buffalo, N. Y. Buffalo, N. Y. Buffalo, N. Y.
Title of company, The Buffalo East Side Street Railway Company Address of general offices, No. 346 Main street, Buffalo, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in June. For information concerning this report, address Henry M. Watson	

# BUSHWICK (Brooklyn).

LESSOR.

Lessee — Brooklyn City.
(Date of charter, March 20, 1867.)

For history of organization, etc., see Reports of 1885 and 1888.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	сома	ion.
·	No. of shares.	Par value.
Authorized by law or charter	5,000	\$500,000
Issued for actual cash	2,306 2,696	\$230,500 269,500
Total now outstanding	5,000	\$500,000

# FUNDED DEBT.

		INTEREST.	Amount Cash realized
Designation of Lien.	When due.	when payable.	outstand- ing. on amount outstand- ing.
First mortgage bonds Second mortgage bonds	Jan. 1, 1902	p.c. 6 Jan. & July 5 Jan. & July	

# Cost of Road and Equipment.

Grand total cost of road and equipment	\$1,131,874 02
Income Account for Year Ending September 30, 1889.	
Bental from lessee	\$64,050 69
Deductions from income, as follows, viz.: Interest on funded debt due and accrued	29,050 60
Net income from all sources	\$35.000 00
Payments from net income, as follows, viz.: Dividends declared, 7 per cent on capital stock	\$35,000 00

# REPORT OF THE RAILROAD COMMISSIONERS.

# General Balance Sheet September 30, 1889.

Cost of road and equipment	\$1,131,554 88
Capital stock LIABILITIES. Funded debt Profit on loss (supplies)	9500,000 00 564,000 00
Profit and loss (surplus)	67,814 &
	\$1,131,814 @
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows: Total length of single track on main line and branches Second track on main line and branches	Miles. 12.15 11.39 .2
Total length of all tracks and sidings owned	K.C.

# Officers and Directors of the Company.

Officers and directors of the company same as those of the Brooklyn City Railrod Company.

Title of company, Bushwick Railroad Company.
Address of general offices, 10 Fulton street, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
For information concerning this report, address H. M. Thompson, Secretary.

# CALVARY CEMETERY, GREENPOINT AND BROOKLYN.

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REPORT FOR TEN MONTHS ENDING JULY 81, 1889.

(Date of charter, January 3, 1885.)

For history of organization, see Reports of 1885 and 1886.
On the 1st day of August, 1889, the company leased its railroad and property to the Brooklyn City Railroad Company.
Lessee is to pay interest on debt and three per cent per annum on the capital stock as rental.

# Capital Stock and Funded Debt.

### CAPITAL STOCK.

THE TAX TO THE TAX TO THE TAX TO THE TOTAL TO		
	COM	KON.
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$190,900
The second companies of the contraction beginning to the contraction of the contraction o	<u> </u>	

# FUNDED DEBT.

<b>E</b>	5 "	1	-	
			INTEREST.	AA
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstanding.
Twenty year bonds	1907	∌.c. 6	June & Dec.	\$200,000

<sup>\*</sup>Included also in the report of the Brooklyn City Railroad Company.— R. R. Commissioners.

# CALVARY CEMETERY, GREENPOINT AND BROOKLYN.

Cost of Road and Equipment.  ROAD.	Fotal cost up to Sept. 30, 1889.
•	
Road bed, superstructure and rails	\$259,000 00 7,100 00
Total cost of road	
HorsesEquipment.	\$18,000 00 900 00 15,000 00
Total cost of equipment.	\$33,900 00
Grand total cost of road and equipment	
Grand work copy of road and order hands	
Income Account for Ten Months Ending July 31, 18	89.
Gross earnings from operation	\$13,806 11 12,716 87
Net earnings from operation	
Rent of track	9,590 85
Gross income from all sources.  Deductions from income, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •
Taxes on property used in operation of road	xs )0 — 12,784 6 <del>8</del>
The All Annal and a state of the state of th	
Deficit for ten months ending July 31, 1889	\$2,555 09
General Income Account.	
Deficit for ten months ending July 31, 1889	
Total surplus July 31, 1889	. \$1,858 78
Analysis of Gross Earnings and Operating Expense	) <b>.</b> .
EARNINGS.	*** *** **
From passengers	613,306 11
OPERATING EXPENSES.	
Repairs of roadbed and track	\$804.78 7.70 130.00
Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing	
Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	110 00 2,709 75 1,085 71
Salaries of general officers and clerks	1,085 71
Wages of conductors and drivers and engineers on dummy cars	
Ligut and i dan	••
W BIST 18X	02.00
Damages to persons and property	88 80
Insurance	180 00
Insurance Bemoval of snow and ice. Contingencies	84 65 407 96
Total operating expenses	
General Balance Sheet September 30, 1889.	
- · · · · · · · · · · · · · · · · · · ·	
Cost of road and equipment	\$300,000 (
Capital stock.	\$100,000
Funded debt	
	\$300,000

# REPORT OF THE RAILROAD COMMISSIONERS.

# Characteristics of Road, Equipment, Etc.

Longth of railway owned by company, as follows:	Yiles.
Single track, main line, from Calvary cemetery to Manhattan avenue Single track, branch, from Greenpoint avenue to Union avenue Single track, branch, from Driggs street to Park avenue	1.0 .g 1.0
Total length of single track on main line and branches	1.£
Total length of all tracks and sidings owned	2.5
=	

Number of passengers carried in cars during ten months ending July 31, 1889....

# Officers and Directors of the Company.

Present officers and directors of the company, same as those of the Brooklyn  ${\bf G}_{\bf F}$  Railroad Company.

Title of company, Calvary Cemetery, Greenpoint and Brooklyn Railway Company. Address of general offices, 10 Fulton street, Brooklyn, N. Y. Date of close of fiscal year, September 30.

For information concerning this report, address H. M. Thompson, Secretary.

# CANANDAIGUA.

(Date of charter, May 24, 1886.)

For history of organization, see Report of 1887.

# Capital Stock and Funded Debt.

# CAPITAL STOCK.

	,		
	No. of shares.	Par value.	Cash realised on amount outstanding
Authorized by law or charter	300	\$30,000	
Issued for actual cash	15 285	\$1,500 28,500	\$229 % 28,500 Ø
Total now outstanding	300	\$30,000	\$28,729 \$

### FUNDED DEBT.

			INTEREST.	Amount	Cash
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage bonds	Oct. 1, 1907, with option of five	p.c.			
	years	6	Apr. 1 & Oct. 1	\$20,000	920,000

<sup>\*</sup>Included also in the report of the Brooklyn City Bailroad Company. - R. R. Commissioners.

# CANANDAIGUA.

# Cost of Road and Equipment.

Cost of Atoms and Equipment		
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails Buildings and fixtures Interest and discount charged to construction Road built and equipment furnished by contract. Incorporation, printing, etc.	\$3,055 91 91 52 81 00	\$8,185 90 91 52 189 40 48,500 00 91 60
Total cost of road	\$3,228 43	\$51,958 42
EQUIPMENT. Cars	\$677 00 851 -63	\$677 00 851 63
Total cost of equipment.	\$1,528 63	\$1,528 63
Grand total cost of road and equipment	\$4,751 06	\$53,497 05
Addition or branch, one-half mile in length, from mai grounds	in line to fair	\$3,065 92 91 52 1,528 63
Total	·	\$4,757 06
Gross earnings from operation Less operating expenses (excluding all taxes).  Gross income from all sources.  Deduction from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock. Interest on funded debt due and accrued.	•	\$5,154 59 3,705 51 \$1,449 09
		1,395 19
Surplus for year ending September 30, 1889		<b>\$</b> 53 90
General Income Account.  Deficit up to September 30, 1888		\$575 84 58 90
Total deficit September 30, 1889		\$521 94
Analysis of Gross Earnings and Operati	ing Expenses	•
Earnings.		
From passengers	• • • • • • • • • • • • • • • • • • • •	\$5,139 59 15 00
Total gross earnings	· · · · · · · · · · · · · · · · · · ·	<b>\$</b> 5,154 59
Operating Expenses.	·	
Repairs of harness and stable equipment. Horseshoeing Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostler Light and fuel.	rs, etc.	\$78 61 227 60 1,124 38 282 00 1,019 97 919 95 53 00
Total operating expenses	· · · · · · · · · · · · · · · · · · ·	\$3,705 51

# General Balance Sheet September 30, 1889.

Cost of road and equipment		. 953,457 16
	• • • • • • • • • • • • • • • • • • • •	
Current assets, as follows, viz.: Cash on hand	•	. 39 X 59 %
	•••••	\$54,225 \$
Capital stock		. 938,729 H
Capital stock. Funded debt	••••••	20,000 €
Current liabilities, as follows. viz.: Bills payable	•••••••	5,600 1
		\$54.329 F
Characteristics of Road, Equipme	nt. Etc.	
, <u> </u>		Wilm
Length of railway comed by company, as follows, viz.: Single track, main line, from lake to barn Single track, branch, from Main street to fair grounds		
Total length of single track on main line and branches		
Weight of rails per yard		. 25 to 38 lbs.
Cauge of track		. 4 IL 85 IL
Number of box cars	• • • • • • • • • • • • • • • • • • • •	. •
Open cars Horses and mules Schedule time making trip one way Cars run Every 15 minutes in summer Rate of fare per passenger	· · · · · · · · · · · · · · · · · · ·	1
Cars run Every 15 minutes in summer	: every 30 min	ntes in winter
Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials) during		5, 4 1-6 and &
Number of passengers carried in cars during year	• • • • • • • • • • • • • • • • •	113.5
	V08.F	
Average number of employees (including officials) during	year	
Salaries, Wages, Etc., of Officers and		
•	Employees.	Annual salan
Salaries, Wages, Etc., of Officers and	Employees.	
Salaries, Wages, Etc., of Officers and Officers.	Employees.	
Salaries, Wages, Etc., of Officers and Officers. Superintendent	Employees.	
Salaries, Wages, Etc., of Officers and Officers. Superintendent	Employees.	
Salaries, Wages, Etc., of Officers and OFFICER. Superintendent	Average number of hours on duty per day.	Wages per day.
Salaries, Wages, Etc., of Officers and Officers. Superintendent	Average number of hours on duty per day.	Annual salam gan 4 Wages per
Salaries, Wages, Etc., of Officers and OFFICER. Superintendent	Average number of hours on duty per day.	Annual salari \$530 4 Wages per day.
Salaries, Wages, Etc., of Officers and OFFICER. Superintendent  EMPLOYEES.  Drivers Hostlers Hill horse boy	Average number of hours on duty per day.	Annual salari \$530 4 Wages per day.
Salaries, Wages, Etc., of Officers and Officers. Superintendent.  EMPLOYEES.  Drivers. Hostlers. Hill horse boy	Average number of hours on duty per day.	Annual salari \$530 4 Wages per day.
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers. Hostlers. Hill horse boy  Officers of the Company.  Name. Title.	Average number of hours on duty per day.	Wages per day.
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers Hostlers Hostlers Hill horse boy  Officers of the Company.  Name.  FRANK O. CHAMBERLAIN. CHABLES F. MILLIKEN. CHABLES F. MILLIKEN. CHABLES A. WALDRON. Superintendent. Superintendent.	Average number of hours on duty per day.  12 14  Official Cananda Cananda Cananda Cananda	Wages per day.
Salaries, Wages, Etc., of Officers and OFFICER.  Superintendent  EMPLOYEES.  Drivers Hostlers Hostlers Hill horse boy  Officers of the Company.  Name.  Frank O. Chamberlain President. Chables F. Milliken Secretary. Chas. C. Sackett Treasurer Charles A. Waldron Superintendent.  Directors of the Company.	Average number of hours on duty per day.  12 14  Official Cananda Cananda Cananda Cananda	Wages per day.  ### Address. igua, N. Y. igua, N. Y. igua, N. Y. igua, N. Y.
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers.  Hostlers.  Hostlers.  Hill horse boy  Officers of the Company.  Name.  Frank O. Chamberlain President. Charles F. Milliken Secretary. Chas. C. Sackett Treasurer Charles A. Waldron Superintendent.  Directors of the Company.  Name.	Average number of hours on duty per day.  12 14  Official Cananda Cananda Cananda Res	Wages per day.  Wages per day.  ### ### ### ########################
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers.  Hostlers.  Hostlers.  Hill horse boy  Officers of the Company.  Name.  FRANK O. CHAMBERLAIN.  CHABLES F. MILLIKEN.  CHABLES A. WALDRON.  Directors of the Company.  Name.  FRANK O. CHAMBERLAIN.  AUGUSTINE S. COOLEY.	Average number of hours on duty per day.  12 14  Official Cananda Cananda Cananda Cananda Cananda Cananda	Wages per day.  Wages per day.  gi s 1 c c c c c c c c c c c c c c c c c c
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers. Hostlers. Hostlers. Hill horse boy  Officers of the Company.  Name. Frank O. Chamberlain. Charles F. Milliken. Secretary. Chas. C. Sackett. Charles A. Waldron. Superintendent.  Directors of the Company.  Name. Frank O. Chamberlain. Augustine S. Cooley. Chas. F. Milliken.	Average number of hours on duty per day.  12 14  Cananda Cananda Cananda Cananda Cananda Cananda Cananda Cananda	Wages per day.  Wages per day.  ### ### ############################
Salaries, Wages, Etc., of Officers and Officers.  Superintendent.  EMPLOYEES.  Drivers.  Hostlers.  Hostlers.  Hill horse boy  Officers of the Company.  Name.  FRANK O. CHAMBERLAIN.  CHABLES F. MILLIKEN.  CHABLES A. WALDRON.  Directors of the Company.  Name.  FRANK O. CHAMBERLAIN.  AUGUSTINE S. COOLEY.	Average number of hours on duty per day.  12 14  Official Cananda Cananda Cananda Cananda Cananda Cananda Cananda Cananda	Wages per day.  Wages per day.  gran 4  Address.  igua, N. Y.  igua, N. Y.  igua, N. Y.  igua, N. Y.  igua, N. Y.

Title of company, Canandaigua Street Railroad Company.
Address of general offices, Canandaigua, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Thursday in May.
For information concerning this report, address Chas. F. Milliken, Secretary.

# CENTRAL CITY (Syracuse).

(Date of charter, April 19, 1859.)

See chapter 483, Laws of 1859.

### Capital Stock.

	сомз	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	4,000	\$100,000	
Issued for actual cash	2,800 1,200	\$70,000 30,000	\$49,130
Total now outstanding	4,000	\$100,000	

# Cost of Road and Equipment.

Road.	Additions bettermen during ye ending Se 30, 1889.	ts ar	Total cost of road and equipment up to Sept. 30, 1889.	d
Roadbad, superstructure and rails	142 26	18 25	\$90,856 743 14,924 909	20 48
Total cost of road	\$4,878	97	\$107,433	72
EQUIPMENT.				_
Horses Harness Cars Wagons, trucks, snow-plows and sleighs	57 800	74 00	\$7,705 902 12,455 1,984	59 77
Total cost of equipment	\$753	14	\$22,997	85
Grand total cost of road and equipment	\$5,632	11	\$130,431	57

# | Details of Additions of Betterments During the Year. | Roadbed, superstructure, etc., second track from Wolf street to Onondaga lake, 2.815 feet. | \$4.524 92 | | Right of way on account of above | 142 13 | | Real estate, etc., painting new roof | 23 85 | | Additions to tools and implements | 240 | | Interest on account of construction, temporary loan, to lay second track | 185 67 | | Two horses | 300 00 | | Additions to harness | 57 74 | | Car registers | 800 00 | | Additions to snow-plows | 95 40 | | Total | \$6.632 11

Income Account for Year Ending September 30, 1890	۸.
Gross earnings from operation	\$86,388 M 27,734 %
Net earnings from operation	
Income from other sources, as follows, viz.:  Woodlawn and Butternut Street Railway Co., use of tracks On secount of repairs of building  From advertising contract 112 50	•
Gross income from all sources.	
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	
Net income from all sources	# 464, T\$
Payments from net income, as follows, viz.: Dividends declared, 6% per cent on capital stock	6,41 %
Surplus for year ending September 30, 1889	\$1,027 12
General Income Account.	•
Surplus for year ending September 30, 1889.         Surplus up to September 30, 1888.       \$28,731 60         Less five horses died.       535 00	\$1,65 N
Total surplus September 30, 1889	\$29,25
Analysis of Gross Earnings and Operating Expenses	•
PassengersEarnings.	236,3E %
•	
OPERATING EXPENSES  Repairs of roadbed and track  Repairs of oars and other vehicles  Repairs of oars and other vehicles  Horseshoeing  Enewals of horses and mules  Provender (including expense of grinding)  Salaries of general officers and clerks  Wages of conductors and drivers  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.  Insurance  *Contingencies  Total operating expenses	\$3,685 2 316 A \$67 6 \$67 6 5,196 5 5,196 3 2,477 6 4,604 11 207 12 1,685 5 227,736 3
General Balance Sheet September 30, 1889.	
Cost of road	\$107,42 ti 22,997 5
Current assets, as follows, viz.: Cash on hand	3,793 H
•	\$134,225 %
Liabilityes.	
Capital stock Bills payable Profit and loss (surplus)	\$100,000 @ 5,000 @ 29,225 TI
•	\$134,228 17

<sup>\*</sup> Repairs of harness and stable equipment, light and fuel, water tax, advertising printing and office expenses, and removal of snow and ice are charged to confine geneles.

Milas

# CENTRAL CITY.

Characteristics	of Road	Equipment.	Wite.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Eric canal to Onondaga lake	2.25 .625
Total length of single track on main line and branches	1.838
Total length of all tracks and sidings owned	4.830
Weight of rails per yard. Gauge of track. Number of box cars. Open cars.	4 ft. 8% in. 10
Horses and mules Schedule time making trip one way Cars run:	62
On main line	Every 20 min.
Number of passengers carried in cars during year  Average number of employees (including officials), during year	774,126
Salaries, Wages, Etc., of Officers and Employees.	
Officers and Clerks. Superintendent and clerks	nnual salary. \$2,477 46
OTHER EMPLOYEES.	

	Average number of hours on duty per day.	Wages per day.
Conductors	14	\$1.50
Drivers	14 12	\$1 41 6-10, 1 50 1 50
Roadmen. Hostlers.	12	1 41 6-10 1 50
Blacksmiths	10	2 60

# Officers of the Company.

Name.	Title.	Official Address.
JOHN D. OXNER	President	. Rome, N. Y.
W. S. DOOLITTLE CHARLES H. CHILDS GEORGE CRAMPTON	Secretary	. Utica. N. Y.
CHARLES H. CHILDS	Treasurer	. Utica, N. Y.
GEORGE CRAMPTON	Superintendent	. Syracuse, N. Y.
	-	-

# Directors of the Company. Name. Residence. JOHN D. OXNEE Rome, N. Y. CHARLES H. CHILDS Utics, N. Y. ALEXANDER T. GOODWIN Utics, N. Y. SAMUEL A. BEARDSLEY Utics, N. Y.

Title of company. The Central City Railway Company.
Address of general offices, Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in January.
For information concerning this report, address Charles H. Childs, Treasurer, Utica, N. Y.

# CENTRAL CROSSTOWN (New York city).

(Date of charter, March 28, 1873.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

# CAPITAL STOCK.

	СОМЛ	Cash realized	
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	6,000	\$600,000	
Issued for actual cash	270 5,730	\$27,000 578,000	927,00
Total now outstanding	6,000	\$600,000	\$27.00

# FUNDED DEBT.

`		interest.		Amount	Cash real- ized on
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	amount outstand- ing.
*First mortgage bonds		p.c.	May 1, Nov. 1	\$250,000	\$53,66

Control Dead Standard	
Cost of Road and Equipment.	M-4-1 4
ROAD.	Total cost up t Sept. 30, 1898.
Roadbed, superstructure and rails	\$379,616 1
Right of way	200,000 0 181,639 8
Total cost of road	\$761,346 1
FQUIPMENT.	
Horses and harness Cars, trucks, carts, snow-plow, sweeper, etc	\$38,660 F
Total cost of equipment	\$78,753 £
Grand total cost of road and equipment	\$340,000 0
Income Account for Year Ending September 30, 188	9.
Gross earnings from operation Less operating expenses (excluding all taxes)	\$294,442 13 139,992 94
Net earnings from operation	
Income from other sources, as follows, viz.:	
Advertising receipts	
	<del></del>
Interest account.	1,120 01

<sup>\*</sup>Of the above bonds \$200,000 were exchanged for previously outstanding bonds of the company for same amount, bearing interest at 7 per cent, and \$53,000 was received is each for the remaining fifty bonds.

# CENTRAL CROSSTOWN.

Deductions from income, as follows, viz.:  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Taxes on earnings and capital stock.  Is.824 85 Interest on funded debt due and accrued.  Rent of other railroad tracks.  Net income from all sources.  Payments from net income, as follows, viz.:  Dividends declared, 7% per cent on capital stock.  Surplus for year ending September 30, 1889	\$36,399 30 \$56,178 43 48,500 00 \$12,678 43
Surplus for year ending September 30, 1889	\$12,678 43 8,829 35
Total surplus September 30, 1889	\$21,507 78
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers	\$224,442 18
OPERATING EXPENSES.	
Repairs of roadbed and track	\$6,954 67
Repairs of buildings and fixtures	1,568 44
Repairs of cars and other vehicles	7,101 46
Repairs of cars and other vehicles.  Repairs of harness and stable equipment	1,920 28 3,235 90
Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks.	3,235 90
Provender (including avenue of crinding)	6,709 50 21,064 58
Salaries of general officers and clerks	9,292 58
Wages of conductors and drivers	39,154 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	23,126 77
Light and fuel	1,181 04
Water tax	157 70
Local expenses	3,809 87 2,810 08
Advartising printing and office expenses	882 <b>36</b>
Water tax.  Damages to persons and property. Legal expenses.  Advertising, printing, and office expenses.  Insurance	1,531 65
	220 13
Contingencies	2,326 62
Total operating expenses	\$132,992 94
General Balance Sheet September 30, 1889.	
Assets.	ATA1 048 40
Cost of road	\$761,246 13 78,753 87
•	10,100 01
Other permanent investments, as follows, viz.:	
Long Island Land Fertilizing Company	1,000 00
Current assets, as follows, viz.:	
Cash on hand	28,908 15
Supplies on hand	1,599 68
•	\$871,507 78
	\$011,001 10
Liabilities.	
Capital stock	\$600,000 00
Capital stock	250,000 00 21,507 78
TIVELOUGUE TOOS (OUT PIES)	21,507 78
•	\$871,507 78
Characteristics of Road, Equipment, Etc.	
omerandor control of money migripuone, Mills	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Twenty-third street and East river to	
riopoken ierry	2.03519
Second track on main line and branches	1.96818 .19100
Total length of all tracks and sidings owned	4.19437

### 740 REPORT OF THE RAILROAD COMMISSIONERS.

Weight of rail per yard	Ever	\$2 ha. 4 ft. 8% ta. 6 10 26 min. 7 1% to 4 min. 5 cens. 4,488,86
Salaries, Wages, Etc., of Officers and Officers. General officers. OTHER EMPLOYEES.	l Employees.	nnual salary #9,#4 6
	Average number of hours on duty per day.	Wages per day.
Conductors		\$1.1 1.0

# ACCIDENTS.

Starters
Watchmen
Roadlen

Hostlers..... Workmen in repair shops .....

Hostlers ..

1 1

	Injured.	Killed. Total
PassengerOthers	i	$\frac{1}{1}$ $\frac{1}{2}$
Total	1	2 3

# Officers of the Company.

Name.		Official Address.
GEORGE S. HART	President Vice-President	New York city.
ADDISON CAMMACK	Secretary	New York city.
K. BURTON HART	Treasurer and 2d Vice-President.	New York city.

# Directors of the Company.

Name.	Kestaence.
GEORGE S. HART	New York city.
ADDIGON CAMMACK	Now York city.
HOMER A. NELSON	Poughkeepsie, N. 1.
MILTON L. MASSON	New York city.
E. Burton Hart	New York city.
CHARLES B. WEBSTER	New York city.
Julius Benedict	New York city.
LEROY W. FAIRCHILDS	New York city.
NOAH C. ROGERS	New York city.
John W. Sterling	New York city.
Morris M. White	New Yorkscity.

Title of company, Central Crosstown Railroad Company. Address of general offices, 385 Avenue A. New York city. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Tuesday in October. For information concerning this report, address Central Crosstown Railroad Company.

\$160,549 85

# CENTRAL PARK, NORTH AND EAST RIVER (New York city).

(Date of charter, July 19, 1860.)

For history of organization, see Reports of 1885 and 1887.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	, DICOM.		
	соммон.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	18,000	\$1,800,000	
Issued for actual cash	9,664.69	\$966,469	\$966,469
to 1875.  Lesued previous to 1879 for stock dividends	6,490 1,845,31	649,000 184,531	
Total now outstanding	18,000	\$1,800,000	\$966 469
FUNDE	DEBT.		·

Designation of Lien.	When que.	When payable	ing.	Cash realized on amount outstand- ing.
Mortgage on all property	Dec. 1, 1902	7 June & Dec.	\$1,200,000	\$1,106,950

# Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	*\$470 14	\$1,826,113 20 497,277 53
Total cost of road	*\$470 14	\$2,323,390 73
EQUIPMENT.  Harness		\$233,080 00 3,500 00 211,169 62 2,880 86
Total cost of equipment	\$1,914 05	\$450,630 48
Grand total cost of road and equipment	\$1,443 91	\$2,774,021 21

<sup>\*</sup> Decrease.

Net earnings from operation.....

# 742 REPORT OF THE RAILROAD COMMISSIONERS.

Income from other sources, as follows, viz. :   Rent.	\$35,736 54
Gross income from all sources	\$196,266 %
Deductions from income, as follows, viz.:         \$78,936 02           Taxes on property used in operation of road         \$78,936 02           Taxes on earning and capital stock         4,643 34           Taxes other than above         376 35           Interest on funded debt due and accrued         84,000 00	
Surplus for year ending September 30, 1889.	167.616 3
Surplus for year ending September 30, 1003.,	- Con Co
General Income Account.	
Surplus for year ending September 30, 1889	\$28,669 N 172,771 P
Total deficit September 30, 1889	\$144,100 @
Analysis of Gross Earnings and Operating Expenses.  EABNINGS.  From passengers	\$702,316 7
Operating Expenses.	
Repairs of roadbed and track Repairs of buildings and fixtures New depot. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies Interest on loan  Total operating expenses.	\$21.785 9 2.725 C 8.191 54 40,532 ff 4.769 25 14.614 6f 47.252 57 86.014 88 25.055 38 171.385 44 90.687 62 8.027 33 1.855 46 2,395 75 656 12 8.027 33 1.855 46 1.943 68
General Balance Sheet September 30, 1889.	
Assetts.  Cost of road	\$2,823.390 급 450,630 원
Long Island Land Fertilizing Company	6,000 🗪
Current assets, as follows, viz.:         \$101,011 %           Cash on hand         90 19           Profit and loss (deficiency)         90 19	101,101 55 144,102 6
-	\$3,025,225
Liabilities.	
Capital stock	\$1,869,000 <b>40</b> 1,200,000 <b>44</b>

O&n		192 88	\$225 25,000
			\$3,025,225
Characteristics of Road, Equipm	nent, Etc.	_	
, - <b>-</b>	•		Mile
Length of railway owned by company, as follows, riz.: ingle track, main line, from Fifty-fourth street to Te and west to South Ferry cond track on main line	nth avenue	, east	9.
Total length of all tracks and sidings owned		_	19.
eight of rails per yard		  Es	60 lb 4 ft. 8½ i 1.1 2 h. 16 mi very 3½ mi 5 cent 14,092,56
Salaries, Wages. Etc., of Officers and Officers and Clerks.	d Employ		nual salary
eneral officers, including president, vice-president, secr superintendent, receivers and clerks	retary, treas	urer.	\$23,280 (
OTHER EMPLOYEES.			
VIDER DEFINITION.			<del>-</del>
	Average number hours on per da	of duty	Wages per day.
	<b>-</b>		
onductors	:-	11 10¼ 12 10	25 and \$2 2 25 and 2 2 50 and 2 2 50 and 2 2 25 and 2 1 6 Forem'n 2
oathmen oadmen ostlers		11 10 12 10 11 {	2 25 and \$2 (2 25 and 2 (2 25
oatdmenoadmen		11 10 12 10 11 {	25 and \$2 (2 25 and 2 (2 25 an
oathmen oadmen ostlers		11 10 ½ 12 10 11 {	2 25 and \$2 (2 25 and 2 (2 25 and 2 (2 25 and 2 (2 25 and 2 (2 2 25 and 2 (2 2 25 and 2 (2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
oathmen oadmen ostlers		11 10 ½ 12 10 11 {	2 25 and \$2 (2 25 and 2 (2 25 and 2 (2 25 and 2 (2 25 and 2 (2 2 25 and 2 (2 2 25 and 2 (2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Accidents.		11 1054 122 10 11 10 10 {1	2 25 and \$2 2 25 and 2 2 50 and 2 2 55 and 2 5 50 and 2 7 1 7 1 8 50 and 1 8 50 and 1 9 50 and 1 9 50 and 1 9 50 and 2 9 50 and 2
Accidents.	Injured.	11 1054 122 10 11 10 10 10 {	2 25 and \$2 2 25 and 2 2 25 and 2 2 25 and 2 2 25 and 2 5 others 2 00 and 1 6 Forem'n 2 7 others 2 2 3 others 2 1 4 Total.
Accidents.  Accidents.  Accidents.  Accidents.  Total	Injured.	11 1054 122 10 11 10 10 10 {	2 25 and \$2 2 25 and 2 2 25 and 2 2 25 and 2 2 25 and 3 5 others 2 00 and 1 5 others 2 0 thers 2 0 thers 2 0 thers 3 others 2
Accidents.  Accidents.  Accidents.	Injured	11 1054 122 10 11 10 10 10 {	2 25 and \$2 2 25 and 2 2 25 and 2 2 25 and 2 2 25 and 3 5 others 2 00 and 1 5 forem'n 2 7 others 2 1 1. Total.

Directors of the Company.	
Name.	Residence.
• G. Hilton Scribner	Yonkers. N. Y.
David Dows	New York city.
HENRY W. SMITH	Orange, N. J.
JOHN T. TERRY	Irvington, N. Y.
HERER R. BISHOP	New York city.
CHARLES DANA	New York city.
C. Densmore Wyman	Yonkers, N. Y.
GEORGE S. HART	New York city.
CUMMINGS H. TUCKER	New York city.
HENRY K. SHELDON	Brooklyn, N. T.
THOMAS C. ACTON	New York city.
A. B. CORNELL	New York city.
JAMES R. CUMMING.	New York city.
	•

Title of company, Central Park, North and East River Railroad Company.
Address of general offices, 739 Tenth avenue, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address 739 Tenth avenue, New York city.

# CHAMBERS STREET AND GRAND STREET FERRY. (New York city).

(Date of charter, August 9, 1884.)

# Capital Stock.

COMMON.

Par value.

No. of shares.

Authorized by law or charter, issued on account of con- struction and now outstanding	8,000	\$800,42
Cost of Road and Equipment.	_	
ROAD.		tal cost up = opt. 30, 1889.
Roadbed, superstructure and rails. Buildings and fixtures.		\$701.386 17 65,484 F
Total cost of road		\$766,760 5
Equipment.	-	
Horses Harness, etc. Cars Wagons, trucks, snow plows, sleighs		\$27,686 4 2,9:6 # 35,325 & 700 P
Total cost of equipment	·····	966,711 N
Grand total cost of road and equipment		\$833,471 (
Income Account for Year Ending Septemb	er 30, 1889.	
Gross earnings from operationLess operating expenses (excluding all taxes)		\$108.606 F 85,564 ¥
Gross income from all sources  Deductions from income, as follows, viz.:  Taxes on property used in operation of road  Taxes on earnings and capital stock  Taxes other than above.  Three per cent to city on earnings.	\$1,083 49 812 73 852 26 3,247 46	\$23,944 TI
Surplus for year ending September 30, 1889	-	\$17.048 %

Surplus for year ending September 30, 1889		
Surplus up to September 30, 1888.	\$17,048 9,635	09 78
Deduct amount paid in settlement of back legal claims	\$26,683 12,000	86 00
Total surplus September 30, 1889	\$14,683	
Analysis of Gross Earnings and Operating Expenses.		
EARNINGS.		
From passengers	\$108,248 360	91 00
Total gross earnings	\$108,608	91
OPERATING EXPENSES.		
Reneire of roadhed and track	\$1,679	16
Repairs of buildings and fixtures Repairs of cars and other vehicles	397	
Repairs of harness and stable equipment	4,576 950	
Horseshoeing.	2,890 150	51
Renewals of horses and mules	*150	00
Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wester of conductors and divisors and angilness on dynamy again	18,312 3,375	96
Wages of conductors and drivers and engineers on dummy cars	29.232	20
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	15.319	68
Light and fuel	1,090	63
Water tax  Damages to persons and property.  Legal expenses. Advertising, printing and office expenses.  Insurance.  Ramoval of snow and ice.	2,306	
Legal expenses.	591	55
Advertising, printing and office expenses	799	
Removal of snow and ice	600 48	
Contingencies	538	88
Rent of tracks. Rent of property, (stable and depot).	1,229 7,598	00
	\$85,994	_
Less amount of increased supplies on hand this year over that of last		
year	430	00
Total operating expenses	\$85,564	
Total operating expenses	\$85,564	89
Total operating expenses		89
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road	\$85,564 \$766,760	89
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Ourrent assets, as follows, viz.:  Cash on hand.  \$15.144 29	\$85,564 \$766,760	89
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Current assets, as follows, viz.:	\$85,564 \$766,760 66,711	89 67 00
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Ourrent assets, as follows, viz.:  Cash on hand.  \$15.144 29	\$85,564 \$766,760	89 67 00
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. S20 09 Supplies on hand. S40 00	\$85,564 \$766,760 66,711	89 87 00
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. S20 09 Supplies on hand. S40 00	\$85,564 \$766,760 66,711 16,127 \$849,598	89 87 00 29 96
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road	\$766,760 66,711 16,127	89 87 00 29 96
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. Supplies on hand.	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000	89 67 00 29 96
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. Supplies on hand.	\$85,564 \$766,760 68,711 16,127 \$849,598 \$800,000 5,000 29,915	89 67 00 29 96 00 00
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. S23 00 Supplies on hand. S45,144 29 Open accounts. S45,144 29 Open	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000 29,915 14,683	89 67 00 29 96 00 10 86
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand. S15,144 29 Open accounts. Supplies on hand.	\$85,564 \$766,760 68,711 16,127 \$849,598 \$800,000 5,000 29,915	89 67 00 29 96 00 10 86
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Current assets, as follows, viz.:  Cash on hand.  Storat 29  Open accounts  Supplies on hand.  Capital stock  Current liabilities, as follows, viz.:  Bills payable.  Open accounts.  Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000 5,000 29,915 14,683 \$849,598	89 67 00 29 96 00 10 86
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Current assets, as follows, viz.:  Cash on hand.  Storat 29  Open accounts  Supplies on hand.  Capital stock  Current liabilities, as follows, viz.:  Bills payable.  Open accounts.  Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000 5,000 29,915 14,683 \$849,598	89 67 00 29 96 00 10 86 96
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Ourrent assets, as follows, viz.:  Cash on hand.  Store 33 00 Supplies on hand.  Supplies on hand.  Capital stock.  Ourrent liabilities, as follows, viz.:  Bills payable.  Open accounts.  Profit and loss (surplus)	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000 5,000 29,915 14,683 \$849,598	89 67 00 29 96 00 10 86 96
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road	\$85,564 \$766,760 66,711 16,127 \$849,598 \$800,000 5,000 29,915 14,683 \$849,598 Mild	89 67 00 29 96 00 10 86 974 855
Total operating expenses  General Balance Sheet September 30, 1889.  Assets.  Cost of road.  Cost of equipment.  Current assets, as follows, viz.:  Cash on hand.  Storat 29  Open accounts  Supplies on hand.  Capital stock  Current liabilities, as follows, viz.:  Bills payable.  Open accounts.  Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	\$85,564 \$766,760 68,711 16,127 \$849,598 \$800,000 5,000 29,915 14,683 \$849,598 Mild	89 67 00 29 96 00 10 86 96 974 8855

140 KEPORT OF	THE KAILROAD COMI	lissioners.	
Weight of rails per yard	way		26 minutes.
Rate of fare per passenger Number of passengers carried	in cars during the year { on	cash fares	2,173 [7
Average number of employees	(including officials) during	ацвіег Уеаг	501 17
	ges, Etc., of Officers and Officers and Clerks.		nnual salay
General officers and clerks	·····		<b>13,</b> 64
	OTHER EMPLOYEES.		
		Average number of hours on duty per day.	Wages per day.
Conductors		10	
Drivers			1 #
Starters		*12	19
Watchmen	• • • • • • • • • • • • • • • • • • • •	12 10	2 D 1 S
Roadmen.	••••••	10	17
Hostlers	• • • • • • • • • • • • • • • • • • • •	10	12
Horseshoera	<b></b>	10	3 M 1 S4
Tow boysFlag boys.	••••••	10 10	19
		1	
	Accidents.		Total injured
Passenger Employee Others		• • • • • • • • • • • • • • • • • • • •	1 1 2
Total		· · · · · · · · · · · · · · · · · · ·	
	Mcers of the Company.		
Name.	Title.	Official	Address.
Henry Thompson D. B. Harbrouck Charles E. Warren Thomas F. Ryan George Carter	President Vice-President Secretary Treasurer Superintendent	New Your Brookly Brookly Brookly Brookly	ork city. yn, N. Y. yn, N. Y. ork city. yn, N. Y.
Name.	irectors of the Company	Resid	en.c4
HENRY THOMPSON	_	Now Vo	rk city.
HENRY THOMPSON THOMAS F. RYAN D. B. HABBROUCK CHARLES E. WARREN P. A. B. WIDENEE WM. L. ELKINS CLAY KEMBLE		New IC  Brook!  Brook!  Philade  Philade	ork city. yn, N. Y. yn, N. Y. Iphia. Pa. Iphia, Pa. Iphia, Pa.
Title of company, Chambers Address of general offices, co Date of close of fiscal year, S Date of stockholders' annual For information concerning Ferry Railroad Company.			

<sup>\*</sup> With hours for meals.

# CHRISTOPHER AND TENTH STREET (New York city).

(Date of charter, April 25, 1873.)

For history of road, see Report of 1885.

# Capital Stock and Funded Debt.

**************************************	Capital	Вто	OK.	•			
	-	No.	of shares.	Par	value.	Č	sh realized n amount itstanding.
Authorized by law or charter, account of construction and and now outstanding	equipment		6,500		<b>\$65</b> 0,000		\$650,000
	Funded	DEE	вт.				
		Ī	INTERES	T.			Cash
DESIGNATION OF LIEN.	When due.	Rate.	When pa	yable.	Amor outsta ing	nd-	realized on amount outstand- ing.
On entire property, including franchise	Dec. 1, 1898 Dec. 1, 1898 Dec. 1, 1898 Nov., 1889	p.c. 7 6 5	April an April an April an May an	d Nov.	20,	000 000 000 000	\$90,000 30,000 20,000 80,000
Income Account: Gross earnings from operation. Less operating expenses (exclud	for Year E	ndir	ag Septe	mber	30, 189		\$787,369 32 \$266,620 30
							174,097 17
Net earnings from operation  Income from other sources, as for		••••		•••••	• • • • • • • • • • • • • • • • • • • •	•	<b>992</b> ,583 13
Rents of real estate		•••••	••••••	•••••	•••••		1,896 00
Gross income from all source  Deductions from income, as fol  Taxes on property used in opera  Taxes on earnings and capital of  Interest on funded debt due and  Rents of leased lines	lows, viz.: tion of road ock	• • • • •	• • • • • • • • • • • • • • • • • • • •	••••	\$2,348 0 17,715 6 11,460 4	4	\$94,479 18
Ments of leased files	••••••	• • • • •		····-	5,200 0		36,724 17
Net income from all sources.	•••••	• • • • •				•	\$57,754 96
Payments from net income, as for Dividends declared, 7 per cent of	llows, viz.: 1 capital stoc	k				,	45,500 00
Surplus for year ending Septe	ember <b>3</b> 0, 188	<b></b> .		• • • • • • •	• • • • • • • •	_	\$12,254 96
Ge	neral Incor	ne A	ccount.				
Surplus for year ending Septemb Deficit up to September 30, 1888							\$12,254 96 11,682 51

Total surplus September 30, 1889.....

# Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$264.6% N
OPERATING EXPENSES.	
Repairs of roadbed and track	\$7,578.5
Repairs of buildings and fixtures	H.
Repairs of cars and other vehicles	11,522 ¥ 5,694 C
Horseshoeing	4,136 3
Renewals of horses and mules	11,63.9
Provender (including expense of grinding)	<b>36.46</b> 9
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors, drivers, watchmen, starters, switchmen, roadmen, hostlers, etc.	11.1第 %
Light and fuel	54,136 € 1,735 €
Water tax	313
Damages to persons and property	1,13 2
Legal expenses	2,36 ± 2,31 5
Inquesnos	2.98 8
Removal of snow and ice	95 L
wages of conductors, drivers, watenmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies — Railroad Commissioners' assessment	選3
Total operating expenses	\$174.65
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road and equipment	\$757,385 2
Other permanent investments, as follows viz.:	
Real estate	66,79 1
Cash assets, as follows viz.: Cash on hand	
Cash on hand       \$31,558 20         Supplies on hand, estimated       7,484 87	39,9G f
<u>-</u>	\$843,111 1
· · · · · · · · · · · · · · · · · · ·	
LIABILITIES.	9650, (C) Ø
Capital stockFunded debt	189,00
Current liabilities, as follows, viz.: Interest on funded debt	
Interest on funded debt. \$5,462 50 Wages, supplies, etc 7,077 44	
	19,59 t 577 d
Profit and loss (surplus)	
<u>-</u>	\$843.111.5
Characteristics of Road, Equipment, Etc.	
Tomath of mailtean around her commence as follows win .	Nie'
Length of railway owned by company, as follows, viz.: Single track, main line, from Christopher Street ferry to Tenth Street	-
	15 15
ferry, East river. Second track on main line and branches.	
Total length of all tracks and sidings owned,	Li
Length of railway leased and operated by this company, as follows, viz.: Single track from Christopher Street ferry to Fourteenth street and Fourth avenue	
Single track from Christopher Street ferry to Fourteenth street and Fourth	17
Second track and sidings.	1.9
Total length of all tracks and sidings leased	8.0
Grand total length of all tracks and sidings owned and leased	7,3
=	
Weight of rail per yard.	45 lbs
Gauge of track	4作料生
Weight of rail per yard. Gauge of track. Number of box cars. Horses and mules.	Ħ
School to the making this one way ( to Tenth Street ferry, East river. 7 m	inutes.
bonedule time making trip one way to Fourteenth street and Fourth ave.	20 minutes
Horses and mules.  Schedule time making trip one way { to Tenth Street ferry, East river, Il is to Fourteenth street and Fourth ave.  On average of Bate of fare per pageagger.	5 0005
Rate of fare per passenger.  Number of passengers carried in cars during year  Average number of employees (including officials), during year.	5,332,44
Average number of employees (including officials), during year	1-3

# Salaries, Wages, Etc., of Officers and Employees.

# OFFICERS AND CLERKS.

Annual salary.

President, vice-president, secretary and treasurer, assistant secretary and three clerks.....

\$8,900

# OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers		\$2 00 2 25
WatchmenSwitchmen	11	1 75 1 50
Roadmen	10	2 00 1 75 Average 2 50

Accidents.	Injured.
Others	3
Total	4

# Officers of the Company.

Name.	Title.	Official Address.
Louis de BebianGeorge W. Linch W. T. Hatch	President Vice-President and Treasurer	New York city.  l Secretary New York city Brooklyn, N. Y.

# Directors of the Company.

Directors of the company.	
Name.	Residence.
Louis de Bebian	New York city.
GEORGE N. CURTIS	New York city.
John Downey	New York city.
ISAAC VBROKAW	New York city.
ARTHUR LEARY	New York city.
James A. Richmond	New York city.
CHARLES PHELPS	New York city.
Grobge W. Linch	New York city.
George H. Prentiss	Brooklyn, N. Y.
William H. Hazzard	New York city.
ELIAS LEWIS, Jr	New York city.
WILLIAM T. HATCH	New York city.
Joel F. Freeman	Orange, N. J.

Title of company, The Christopher and Tenth Street Railroad Company.
Address of general offices, 168 to 174 Christopher street. New York city.
Date of close of fiscal year, June 1.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address The Christopher and Tenth Street Railroad Company,

# CITY (Binghamton).

(Date of charter, December 23, 1883.)

# Capital Stock.

COMMON.

	002	LOM.	Cash realizat
	No. of shares.	Par value.	Outstanding
Authorized by law or charter Issued for actual cash and now outstanding	600 120	\$30,000 6,000	\$1.00
Cost of Road a	nd Equipmen	t.	
Ro			Cotal cost up 2 Sept. 20, 1881
Roadbed, superstructure and rails			\$4.301.3
Total cost of road			\$5,94 £
Equip	WENT.		
Horses.		· · · · · · · · · · · · · · · · · · ·	, <b>, , , , , , , , , , , , , , , , , , </b>
Total cost of equipment		• • • • • • • • • • • • • • • • • • • •	\$2,00 8
Grand total cost of road and equipment	••••••	• • • • • • • • • • • • • • • • • • • •	
Income Account for Year 1	Ending Septe	mber 20. 188	<b>D</b> .
Gross earnings from operation		•	
Gross income from all sources			
Deductions from income, as follows, viz.: Taxes on earnings and capital stock Taxes other than above	***************	<b>995</b> 50	5 5 121 9
Surplus for year ending September 30, 18	89		
	me Account.		
			992 7
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888			
Total surplus September 30, 1889		• • • • • • • • • • • • • • • • • • • •	\$2,578
Analysis of Gross Earning	and Operati	ng Expenses	•
From passengers EARN	INGS.		23.78 E
From passengers	••••••	•••••••••	33,16 %
OPERATING	Expenses.		95.0
Repairs of roadbed and track	•••••••		70 #
Repairs of harness and stable equipment	•••••	•••••	146 T
Horseshoeing Provender (including expense of grinding). Salaries of general officers and clerks		· • • • • • • • • • • • • • • • • • • •	694 12 569 01
Wages of conductors and drivers			464 17
Wages of conductors and drivers Wages of watchmen, starters, switchmen, ro Light and fuel	oadmen, hostle	rs, etc	<b>福息</b>
Light and fuel	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	119
Advertising, printing and office expenses			5 TJ 51 Mg
Insurance	** * * * * * * * * * * * * * * * * * * *	• • • • • • • • • • • • • • • • • • • •	**

CITY (BINGHAMTON).		751
Medicine		. \$4.85
Contingencies Right of way	<b>.</b>	. 37 28
Total operating expenses		\$2,778 62
TO(a) Operating expenses	• • • • • • • • • • • • • • •	. 42,110 02
General Balance Sheet September 3	80, 188 <b>9</b> .	
Cost of road		
Cost of equipment	• • • • • • • • • • • • • • • • • • • •	. \$5,944 42 . 2,080 00
Current assets, as follows, viz.:		<b>70.1 0</b> 7
Cash on handSupplies on hand	· · · · · · · · · · · · · · · · · · ·	. 584 85 . 20 00
•		\$8,578 77
Liabilities.	•	
Capital stock		. \$6,000 00 . 2,578 77
• •		\$8,578 77
Characteristics of Road, Equipme	•	
Length of railway owned by company, single track, m Cemetery to Washington street	ain line, from	i . 1 mile.
Cemetery to Washington street Weight of rail per yard Gauge of track	• • • • • • • • • • • • • • • • • • • •	25 lbs. 4 feet.
Number of box cars		. 1
Open car Horses		. 7
Schedule time making trip one way Cars run	•••••	15 min.
Rate of fare per passenger:		
zareo or rate per passenger.		
Cash		4 cents.
Cash Tickets Number of passengers carried in cars during the year		4 cents.
Cash		4 cents.
Cash Tickets Tumber of passengers carried in cars during the year	Employees.	4 cents.
Cash	Employees.	4 cents. 4 and 3% ets. 82,000
Cash	Employees.	4 cents. 4 and 3% ets. 82,000
Cash	Employees.	4 cents. 4 and 3% ets. 82,000
Cash	Employees.  Average number of	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00
Cash	Average number of hours or duty	4 cents. 4 and 3% ets. 82,000
Cash	Employees.  Average number of	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00
Cash	Average number of hours or duty	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00
Cash Tickets Number of passengers carried in cars during the year Salaries, Wages, Etc., of Officers and I Officers.  President and manager.  OTHER EMPLOYEES.  Conductors	Average number of hours on duty per day.	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 oo  Wages per month.
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company. Name.	Average number of hours on duty per day.	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.	Average number of hours on duty per day.	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.  Name. R. H. Meagley President IRA J. Meagley Secretary and Treas	Average number of hours on duty per day.  13 13 Official Binghar surer, Binghar	4 cents. 4 and 3½ ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.  Name.  R. H. Meagley  Directors of the Company.  Name.  Directors of the Company.	Average number of hours on duty per day.  13 13 13 Official Binghar surer, Binghar Resident	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.  Name.  R. H. Meagley  Directors of the Company.  Name.  Directors of the Company.	Average number of hours on duty per day.  13 13 13 Official Binghar surer, Binghar Resident	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.  Name.  R. H. Meagley  Directors of the Company.  Name.  Directors of the Company.	Average number of hours on duty per day.  13 13 13 Official Binghar surer, Binghar Resident	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.
Cash Tickets Number of passengers carried in cars during the year  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager  OTHER EMPLOYEES.  Conductors Hostlers  Officers of the Company.  Name.  R. H. Meagley  Directors of the Company.  Name.  Directors of the Company.	Average number of hours on duty per day.  13 13 13 Official Binghar surer, Binghar Resident	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.
Cash Tickets Number of passengers carried in cars during the year.  Salaries, Wages, Etc., of Officers and I OFFICERS.  President and manager.  OTHER EMPLOYEES.  Conductors Hostlers.  Officers of the Company.  Name. R. H. Meagley President IRA J. Meagley Secretary and Treas	Average number of hours on duty per day.  13 13 13 Official Binghar surer, Binghar Resident	4 cents. 4 and 3% ets. 82,000  Annual salary. \$500 00  Wages per month.  \$40 35  Address. nton, N. Y. nton, N. Y.

Title of company. City Railway Company.
Address of general offices, 216 Front street, Binghamton, N. Y.
Date of close of fiscal year. September 30.
For information concerning this report, address R. H. Meagley. President.

# CITY ISLAND.

# LESSOR.

# LESSEE - PELHAM PARK.

(Date of charter, August 30, 1884.)

### Capital Stock and Funded Debt.

# CAPITAL STOCK.

	COMMON.		Cash realized
	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	2,000	\$50,000	1
ing	500	12,500	\$12,57

# FUNDED DEBT.

			INTEREST.	Amount	Cash
Designation of Lien.	When due.	Rate.	When payable.		on amount outstand- ing.
First mortgage bonds	Jan. 2, 1898	p. c. 6		\$27,873 17	<b>82</b> 7,873 17

Cost of Road.	Total cost up to Sept. 30, 1888.
Roadbed, superstructure and rails	
Total cost of road	\$40,286 %
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$40,286 T4
	\$10,511 74
Liabilities.	
Liabilities, Qapital stock	\$12,500 04
Capital stock. Liabilities. Funded debt	27.873 F

# Officers and Directors of the Company.

\$40.511 74

Same as those of the Pelham Park Railroad Company, post.

Title of company. City Island Railroad Company.
Address of general offices, City Island, N. Y.; branch office, 16 and 18 Exchange place.
New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Wednesday in June.
For information concerning this report, address Pelham Park Railroad Company.
16 and 18 Exchange place, New York city.

# CITY OF POUGHKEEPSIE.

(Date of charter, May 6, 1869.)

# Capital Stock.

Ozpital stocki		•
	No. of shares.	Par value.
Authorized by law or charter	3,400	\$85,000 00
Issued for purchase of constructed road and now out- standing	8,076,65	76,916 26
beauting	0,010,00	10,910 20
Cost of Road and Equipmen	ıt,	
	Additions or	Total cost
BOAD.	betterments	of road and
DOAD.	during year ending Sept.	equipment up to Sept.
	30, 1889.	30, 1889.
Purchase of constructed road	*\$3,000 00	\$89,809 94
Equipment. Wagons, trucks, snow plows, sleighs		\$736 59
Grand total cost of road and equipment	*\$3,000 00	\$90,545 53
Pross earnings from operation		\$3,105 62
Bent		264 00
Gross income from all sources	••••••	\$3,369]62
Deductions from income, as follows, viz :		
Faxes on property used in operation of road  Faxes on earnings and capital stock	\$492 64 183 29	
Faxes of ther than above.  Faxes, extra, on sewer	17 02	
Caxes, extra, on sewer	144 75	
HWIGHT OR INDICATE GOVE AND SALE SOCIALISM		1,037 70
Net income from all sources		\$2,331 92
Payments from net income, as follows, viz.:		
Real estate expenditures, charged to profit and loss		1,210 07
Surplus for year ending September 30, 1889		\$1,121 85
General Income Account.		
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888		\$1,121 85 17,944 03
Total surplus September 30, 1889		\$19,065 88

<sup>\*</sup> Deduction — House and lot owned by company transferred to permanent investments. See balance sheet.— $R.\ R.\ Commissioners$ .

# Analysis of Gross Earnings and Operating Expenses.

Earnings.	
From passengers. Baggage receipts Advertising. Vassar college messenger.	\$18,151 SI 202 30 30 G 191 46
Total gross earnings	\$18,678 16
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies Sundry operating expenses Veterinary	21,127 % 287 % 478 % 538 £ 1,086 6 1,086 8 1,444 % 2,907 % 196 £ 128 £ 127 £ 5 %
Total operating expenses	\$15,567 G
General Balance Sheet September 30, 1889.	
· · · · · · · · · · · · · · · · · · ·	
Cost of road and equipment	900,545 B
Other permanent investments, as follows, viz.: House and lot	3,000 #
Current assets, as follows, viz.:       \$1,097 31         Cash on hand       \$175 41         Bills receivable       175 41         Open accounts       45 00         Supplies on hand       952 51         Office change       166 40	
	2,436 0
·	<b>\$95</b> ,982 15
LIABILITIES.	
Capital stock	\$76,916 <b>9</b> 19,065 #
•	995,962 15
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows: Single track, main line, from Hudson river to Vassar college Single track, branch, from Main street to New York and Massachusetts Railway	Miles. 2 .x
Total length of single track on main line and branch	• • •
Total length of all tracks and sidings owned	4
Weight of rails per yard. Gauge of track. Number of box cars Freight cars. Horses and mules Schedule time making trip one way.	28 to 40 lbs. 4 ft. 85 is. 9 25 36 min.
Cars run: From stable to river Vassar college Rate of fare per passenger. Number of passengers carried in cars during year Average number of employees (including officials), during year.	Every 12 mis. Every 24 mis. 6½ cts., 10 cts. 224.58 16

Annual salary.

# Salaries, Wages, Etc., of Officers and Employees. Officer.

uperintendent		\$1,150
OTHER EMPLOYEES.		
	Average number of hours on duty per day.	Wages per day.
rivers fatchmen	12	\$1 50 1 43 1 00 \$1 30 to 1 57

# Officers of the Company.

Name.	Title.	Official Address.
JOHN I. PLATT	President	12 Liberty St., Poughkeepsie, N. Y.
EDMOND PLATT	Treasurer	12 Liberty St., Poughkeepsie, N. Y. Poughkeepsie, N. Y. 12 Liberty St., Poughkeepsie, N. Y. 491 Main St., Poughkeepsie, N. Y.
		The man but I depleted by the It

Name.	Residence.
JOHN I. PLATT	Poughkeepsie, N. Y.
WM. H. YOUNG	Poughkeepsie, N. Y.
H. A. NELSON	Poughkeepsie, N. Y.
<b>Д.</b> В. <u>S</u> MITH	Poughkeepsie, N. Y.
GEO. E. CRAMEB.	Poughkeepsie, N. Y.
EDMOND PLATT	Poughkeepsie, N. Y.
WM. REYNOLDS	Poughkeepsie, N. I.
R. E. TAYLOB	Ponghkeepsie, N. I.
IL E. IAILOB	roughkeepsie, N. I.

Directors of the Company.

Title of company, City Bailroad of Poughkeepsie.
Address of general offices, 491 Main street, Poughkeepsie, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, July.
For information concerning this report, address C. M. Davis, Superintendent.

# CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
luthorized by law or charter	5,000	\$500,000	
ssued for actual cash	4.846	\$14,600 484,600 800	\$14,600 484,600 800
Total now outstanding	5,000	\$500,000	\$500,000

# FUNDED DEBT.

•	TONDED D					
Designation of Lien.	When due.		8T.	Amoun	Cash	
DESIGNATION OF LIEN.	When due.	Rate.	Wh	en able.	an ing.	
First mortgage bonds	Jan. 1, 1904	p.a. 5	Jan. d	July	\$300,60	10 94.1
Cost of	f Road and	Equ	tipmer	ıt.		
Road.		-		durin endin	ons or ments g year g Sept. 1889.	Total cut of road us equipment up to Sep. 30, 15%
Roadbed, superstructure and rall	ls					\$75,76
Right of way						15,661 20,351
Buildings and fixtures Interest and discount charged to	construction	• • • • •				5.5 4.6
Road built by contract						450,00
Total cost of road		••••	• • • • • • • • • • • • • • • • • • • •	•••••		\$719,45
Equipmen				'	<del>-</del>	
Horses					,885 00	(61,13) 1,66
Cars	•••••	••••			3,516 15	74.5
Total cost of equipment		••••		- 84	.401 15	\$220.00
Grand total cost of road and equi	pment		••••••	\$4	,401 15	第6.是
			====			
DETAILS OF ADDITION	ONS OR BETTI	ermi	NTS DU	EING T	HE YEAR	
Additional horses	• • • • • • • • • • • • • • • • • • • •	••••	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	91.85 12.55
One extra track truck	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • • • • • • • • • • • • • • • •	• • • • • • • •	• • • • • • • • • • • • • • • • • • • •	15
One ambulance and fixtures					-	
Total	••••••	••••	• • • • • • • • •	••••••		<b>从</b> 推
Income Account f	br Year End	ling	Septe	mber &	D. 1889.	
•		_	•		•	\$391.75
Gross earnings from operation Less operating expenses (excludi	ng all taxes)	•••••	••••••			188,38
Net earning from operation	• • • • • • • • • • • • • • • • • • • •			• • • • • • • •		\$46.40
Income from other sources, as fol Rent of buildings	lows, viz. :					<b>#</b>
Gross income from all source						967.00
Deductions from income, as follow Taxes on property used in operat Taxes on earnings and capital st Interest on funded debt due and	ion of road	•••••	•••••	• • • • • •	\$6,274 90 1,675 74	
Bent of track		 	• • • • • • • •	• • • • • •	15,000 00 171 16	线逻辑
·				_		
Net income from all sources		• • • • •	••••	••••••	•••••	\$33,95
Payments from net income, as fold Transfer to profit and loss	lows, viz.:					12,78
Surplus for year ending Septe					-	\$11.12
				•••••		

CONEY ISLAND AND BROOKLYN.	757
General Income Account.	
urplus for year ending September 30, 1889	\$11,122 86 49,897 10
Total surplus September 30, 1889	\$61,019 96
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
from passengers	\$234,798 98
OPARATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Rorseshoeing Repairs of horses and mules Provender (including expense of grinding) Relatives of general officers and clerks Wages of conductors and drivers and engineers on dummy cars Reges of watchmen, starters, awitchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Advertising, printing and office expenses Insurance Removal of snow and ice Interest and discount Interest on land mortgage Licenses  Total operating expenses	\$5,319 64 1,061 50. 7,962 65 3,446 98 5,774 72 9,143 50 33,760 99 6,522 86 69,909 41 38,623 71 1,083 54 226 38 1,406 41 587 06 1,872 88 1,908 07 219 16 360 00 900 00
Total Obstantia stransos	\$100,109 02
Cash of road	\$719,408 27 128,363 53 40,069 26
	\$887,831 06
Capital stock Funded debt	\$500,000 00 300,000 00
Charrent liabilities, as follows, viz.:   Interest on funded debt due and accrued.	26,811 30 61,019 96 \$887,831 06
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fulton ferry to Coney Island	with AR.
Total length of single track on main line and branches	10.50 .26
Second track on main line and branch	

100 Ithium of the Italianous Cos		
Weight of rails per yard		c h
Gauge of track. Number of box cars Open cars		. 4 ft. 186 in.
Open cars		
Schedule time making trip one way:	••••••	, A
City Country		. 44 <u>min.</u> 1 hour.
( la va va va ·		
To Fulton ferry		Deally, to trips
( ntv	<b> </b>	
Country  Country  Average number of employees (including officials) durin		19 cents.
Average number of employees (including officials) durin	g year	71
Salaries, Wages, Etc., of Officers an	d Employees.	
Officers and Oleres.		Lanual saler:
Officers, clerks, receivers and committee fees		\$6,022 9
OTHER EMPLOYEES.		
·	Average	
	number of	Wages per day.
•	hours on duty per day.	per axy.
Conductors and drivers.	1% to 12	\$1 50 to #4
Starters	12	2 25 to 11
Watchmen, car cleaners, lamp man, etc	10 to 12	1 75 to 2 1
Hostlers	. 10 to 19 l	17
Tow boys and changers	6 to 12	1 00 to 10
Horseshoers	15	1
Accidents.		Injurei
Passengers. Employees	•••••••••••••	
Total	***************	
Officers of the Company	•	
Name. Title,	_	el Address.
ED. F. DRAYTON President	Brool	kiva. N. T.
STEPHEN J. MOONEY Secretary	Brool	klyn, N. L
ED. F. DRAYTON President STEPHEN J. MOONEY Secretary G. W. CHAUNGEY Treasurer WM. FARRELL Superintendent	Brool	klyn, N. Y.
Directors of the Compan		
Name.	Reni	id <b>ence.</b>
D. S. ARNOTT D. B. BAYLIS S. BURLING G. W. CHAINGON	Broo!	klyn, <u>N</u> . <u>I</u> .
S. Burling	Brook	klyn. N. Y.
G. W. CHAUNGEY M. CHAUNGEY	Broo	elýn. N. Y.
E. J. Denison	Brook	
John S. Ellis.	Brook	klyd. H. J.
S. H. HERRIMAN	Brook	klyn, N. Y.
WM. JOHNSTON	Broo	klýn. N. I.
WM. MARSHALL	Brook	kiya. N. Y.
G. W. OHADNORY M. OHADNORY E. J. DENISON JOHN S. ELLIS S. H. HERRIMAN W. H. HERRIMAN WM. JOHNSTON JAS. JOURDAN. WM. MARSHALL ED. F. DRAYTON	Brool	klyn, N. Ý,
Title of company, Coney Island and Brooklyn Railroad Address of general offices, Huntington and Smith stree Date of close of fiscal year, September 30, Date of stockholders' annual meeting, third Monday in For information concerning this report, address Ed. F	l Company.	₽
Date of close of fiscal year, September 30.	O. A. D.	
Date of Stockholders' annual meeting, third Monday in	October. Drayton Preside	ent.
		vas to

# CORTLAND AND HOMER.

(Date of charter, February 25, 1882.)

For history of organization, see Report of 1885.

# Capital Stock.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding.	800	\$40,000
Cost of Road and Equipmen	nt.	
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails		\$24,527 34 625 00 2,879 5- 5,497 00 673 92
Total cost of road		\$84,202 8
Horses	762 00 1538 88	\$2,109 0 186 6 6,058 7 1,036 1
Total cost of equipment		\$9,890 4
Grand total cost of road and equipment		\$48,598
The company bought one horse and exchanged horses at They also bought one close car and freight, costing		\$145 0 762 0
The company bought one horse and exchanged horses at They also bought one close car and freight, costing	• • • • • • • • • • • • • • • • • • • •	\$145 0 762 0 41 6
The company bought one horse and exchanged horses at They also bought one close car and freight, costing	r of bobs	\$145 0 762 0 41 6 \$948 6 580 0
The company bought one horse and exchanged horses at They also bought one close car and freight, costingAnd one set scrapers for one car	r of bobs	\$145 0 762 0 41 6 \$948 6 580 0
The company bought one horse and exchanged horses at They also bought one close car and freight, costing And one set scrapers for one car	r of bobs	\$145 00 762 00 41 6: 9948 6: 580 00 \$368 6:

<sup>\*</sup>This would seem to be a proper charge to renewals of horses in operating expenses rather than to betterments as the report for this year shows no increase in number of horses over 1888.—R. R. Commissioners, † Credit.

_ Deductions from income, as follows, viz.:	
Taxes on property used in operation of road. \$291 30 Taxes on earnings and capital stock	\$61 T
Net income from all sources.	S1.339 S
Payments from net income, as follows, viz.:	
Dividends declared, 3 per cent on capital stock.	1,300 64
Surplus for year ending September 30, 1889	#134 M
General Income Account.	
Surplus for year ending September 30, 1889. Surplus up to September 30, 1888.	\$130 ft 4,786 G
Total surplus September 30, 1889	\$4,500 @
·	
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers. Carrying packages, trunks, etc	\$10,465 15 666 73 273 92
Total gross earnings	\$11,297 5
Ones	
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of oars and other vehicles Repairs of harness and stable equipment.	\$1,869 \$ \$2 \$
Repairs of cars and other vehicles	165 79
	45 54 173 75
Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks	145 🗰
Salaries of general officers and clerks	1,452 39
Wages of conductors and drivers	9.122 7
Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel	1,154 %
Damages to property	60 61
Insurance	131 S 68 73
Removal of snow and ice	372 di 199 di
Total operating expenses	\$9,524 6
·	
General Balance Sheet September 30, 1889.	
Cost of road	\$34,202 89
Cost of equipment	9,300 4
Ourrent assets, as follows, viz.:	
Cleah on hand	
Bills receivable       257 70         Supplies on hand       1,300 00         Interest       50 44	
Interest 50 44	4,330 22
· · · · · · · · · · · · · · · · · · ·	
<u>-</u>	\$47,923 FA
Liabilities,	_
Capital stock	\$40,000 00
Current liabilities, as follows, viz.:  Dividends unpaid \$1,200 00	
Bills pavable 97 20	
Sundries	3,025 \$
Profit and loss (surplus)	4,898 00
<u>-</u>	947,999 #

Official Address.

#### Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Cortland to Homer	8.88 .20
Total length of single track on main line and branch	4.08
Weight of rails per yard	25 to 30 lbs.
Gauge of track	4 ft. 8% in.
Number of box cars Open cars	•
Horses	18
Schedule time making trip one way	86 min.
Schedule time making trip one way.  Cars run.  Once an hou Rate of fare per passenger 5. 6 and 10 cents; commutation tickets 20 Number of passengers carried in cars during year.  Average number of employees (including officials), during year	r, each way. per cent off. 134,894 8 to 10

#### Salaries, Wages, Etc., of Officers and Employees.

	Officers.	Annual sal	ary.
President, secretary and treasurer, Superintendent	since the 1st of July,	1889	00 00 28 00

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Roadmen Hostlers	14 14 . 10 14	\$1 43 1 28 1/28 1/28 1/28 1/28 1/28 1/28 1/28

### Officers of the Company.

Title.

E. A. Fish	President, See'y and Treas Cortland, N. Vice-President Cortland, N. Superintendent Cortland, N.
Name.	irectors of the Company.  Residence,
C. H. GARRISON	Troy, N. Y.
L. D. GARRISON	Cortland, N. Oortland, N.
E. A. F18H	Cortland, N.
R. H. Duell	Cortland, N. Oortland, N.
G. J. MAGER	Cortland, N. Cortland, N. Cortland, N.
C. P. WALBAD	Oortland, N. Cortland, N.
FRANKLIN PIERCE	Homer, N. Y. Homer, N. Y.

Title of company, Cortland and Homer Horse Railroad Company.
Address of general offices, Cortland, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in July.
For information concerning this report, address S. E. Welch, President.

Name.

## COURT STREET AND EAST END (Binghamton).

(Date of charter, March 23, 1886.)

For history of organization, see Report of 1888.

#### Capital Stock.

	COM	MON.
·	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash, and now outstanding	350	\$35,60
Cost of Road and Equipme	nt.	
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 38.
Roadbed, superstructure and rails	\$845 98	921,436 C 1,700 G
Real estate. Buildings and fixtures. Interest and discount charged to construction		1,800 @ 3,340 E 192 %
Total cost of road	\$2,524 89	\$28,371 5
EQUIPMENT.	\$760.60	22,59 @
Horses. Harness. Cars. Wagons, trucks, snow plows, sleighs	1,880 00	196 % 6,414 %
Total cost of equipment	\$2,720 60	\$9,633 H
Grand total cost of road and equipment		\$38,604 #
DETAILS OF ADDITIONS OR BETTERMENTS DU Buying, laying, etc., two new switches. Moving barn, building additions, driving well, etc. Four new horses, including freight. Three new cars and fittings, freight, etc. Snow plow		2845 % 1,649 % 700 %
Total		
Income Account for Year Ending Septe	mber 30, 1889	
Gross earnings from operation		. \$8,551 2 6,177 %
Gross income from all sources		
Deductions from income, as follows, viz.:  Taxes on property used in operation of road  Taxes on earnings and capital stock	963 39	3
-		ा दर
Surplus for year ending September 30, 1889	••••••	. \$2,366 67

a	OTTEM	STREET	ANTO	Til A gar	Em.
	INCHES.	CALKERI.	AND	LIAND I	LUCILL

763

#### General Income Account.

General Income Account.	
Surplus for year ending September 30, 1880	\$2,296 07 619 51
Total surplus September 30, 1889	\$1,678 56
	•
Analysis of Gross Earnings and Operating Expenses.	•
Earnings.	
From passengers. Tickets	\$6,582 21 1,960 00
Total gross earnings.	\$8,551 21
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment.  Horseshoeing Provender (including expense of grinding) Salaries of general officers and clerks.  Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies	*95 75 96 81 9 65 39 51 177 91 1,416 62 820 00 2,151 80 999 79 248 10 16 53 78 00 150 00 150 00 150 00
•	
Total operating expenses	\$6,177 97
General Balance Sheet September 30, 1889.  Assurs.  Cost of road	\$28,371 59 9,633 01
Cash on hand	93 47
	\$38,098 07
Liarilities.	
Capital stock	\$35,000 00
Current habilities, as follows, viz.:  Bills payable	1,419 51 1,678 56 \$38,098 07
Characteristics of Road, Equipment, Etc.	
· ·	Miles
Length of railway owned by company, as follows, viz.:  Single track, main line, from Asylum Hill to Court and Wall streets  Single track, branch, from Bevier street to Court street	Miles. 2.25 1
Total length of single track on main line and branch	8.25 .13
Total length of all tracks and sidings owned	
Weight of rails per yard Gange of track Number of box cars Open cars Horses Schedule time making trip one way Cars run Rate of fare per passenger Number of passenger sarried in cars during year Average number of employees (including officials) during year	17 30 min.

#### 764

Secretary and Treasurer.....

Mama

### REPORT OF THE RAILBOAD COMMISSIONERS.

# Salaries, Wages, Etc., of Officers and Employees. OFFICERS.

Official Adda

Superintendent	• • • • • • • • • • • • • • • • • • • •	. 739 4
Other Employees.	···	
•	Average number of hours on duty per day.	Wages per day.

#### Officers of the Company.

Title

Name.	Tun.	Opicial Address.
CHAS. M. STONE	President	Binghamton, N. Y.
W. G. Phrlps	Secretary and Treasurer	Binghamton, N. Y.
MILES LEONARD	Superintendent	Binghamton, N. Y.
	•	
Di	rectors of the Company.	
Name.		Residence.
JOHN RAY CLARKE		Binghamton, N. Y.
CHARLES M. STONE		Binghamton, N. Y.
D. T. FINCH		Binghamton, N. Y.
B. S. CURRAN	• • • • • • • • • • • • • • • • • • • •	Binghamton, N. Y.
GEO. F. LYON		Binghamton, N. Y.
G. L. SESSIONS		Binghamton, N. Y.
W. G. Phelps		Binghamton, N. Y.

Title of company, Court Street and East End Railroad Company.
Address of general offices, Binghamton, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address Charles M. Stone, Precident.

#### DRY DOCK, EAST BROADWAY AND BATTERY.

(Date of charter, December 8, 1863.)

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	12,000	\$1,200,000 00	
Issued for actual cash		\$11,925 24 1,188,074 76	\$11,925 M
Total now outstanding	12,000	\$1,200,000 00	\$11.925 %

#### FUNDED DEBT.

			INTEREST.		Cash realised
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstand- ing.	on amount oustand- ing.
First mortgage bonds	1893 1914	p. c. 7 6	June and Dec. Feb. and Aug.	\$840,000 1,200,000	8799,889

# DRY DOOK, EAST BROADWAY AND BATTERY.

Cost of Road and Equipment.	<b>7</b>
Road,	Fotal cost up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$355,579 28
Right of way.  Beal estate	. 1,562,410 79
Beal estate	828,523 60
Buildings and fixtures	4,782 00
Total cost of road	\$2,751,295 67
EQUIPMENT.	
Horses	*\$182,760 00
HATDESS	. 5.000 00
Cars Wagons, trucks, snow plows, sleighs	. 160,350 00
Wagons, trucks, snow plows, sleighs	12,802 00
Tools in shop	. 5,600 00
Total cost of equipment	\$316,512 00
Grand total cost of road and equipment	\$8,067,807 67
Income Account for Year Ending September 30, 188	egan (180 49
Gross earnings from operation	\$769,762 48 517,805 86
Net earnings from operation	. \$251,956 62
Income from other sources, as follows wis:	
Interest on loans \$9,270 Rents. 2,255	19
Rents 2.255	00
	- 11,525 49
Gross income from all sources	\$263,482 11
Deductions from income, as follows, viz.         \$22,970           Taxes on property used in operation of road.         \$22,970           Taxes on earnings and capital stock.         12,862           Interest on funded debt due and accrued.         58,800           Interest on certificates of indebtedness.         72,000           Rent.         2,510	52 00 00
	<del></del>
Net income from all sources	\$94,838 02
Payments from net income, as follows, viz.:  Dividends declared, 4 per cent on capital stock	
Dividends declared, 4 per cent on capital stock	00 ·
Judgment paid city of New York for licenses for Grand street	
cars	00
	85,500 00
Surplus for year ending September 30, 1889	\$9,338 02
General Income Account.	
	•
Surplus for year ending September 30, 1889	\$9,888 02
Surplus up to September 30, 1888	49,682 93
	\$63,020 95
Less decrease in horses	
Less decrease in supplies	
<del></del>	- 16,690 00
Total surplus September 30, 1889	\$36,330 95
Analysis of Gross Earnings and Operating Expense Earnings.	<b>15.</b>
From passengers	\$769,762 48
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles	11.609.38

Repairs of harness and stable equipment. Repairs of engine, boiler, machinery, etc. Horseshoeling. Renewals of horses. Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmem starters, switchmen, roadmen, hostiers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice Horse medicine. Oil and waste Sundries.  Total operating expenses.	17,384 6 3,530 6 91,773 6 20,253 6 161,711 6 77,223 3 4,265 6 11,555 6 11,5
General Balance Sheet September 30, 1889.	
- · · · · · · · · · · · · · · · · · · ·	
Cost of road	. \$2,751,265 ff . 316,512 00
Other permanent investments, as follows, viz.: United States bonds and premium	. 241,063 %
Current assets, as follows, viz.:	
Cash on hand       \$37,929 5         Supplies on hand       51,160 0	0
	89,079 #
	\$3,397,999 \$
Liarilities.	
Capital stock	. \$1,300,000 00 . 1,200,000 00
Funded debt	840,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued	0 0 9
Profit and loss (surplus)	- 121,000 00 . 36,330 %
	\$3,397,939 %
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.:  Total length of single track on main line and branches	Miles. . 10.783
Gosond trook on moin line and heanshes	
Sidings on main line and branches.	
Total length of all tracks and sidings owned	. 18.643
Weight of rails per yard	. 60 lbs. . 4 ft. 8% in.
Number of box cars	. 167
Open cars Horses	. 18 . 988
Horses Schedule time making trip one way Cars run	. 28 to 39% min.
Rate of fare per passenger	5 cents. 15,305,349
Rate of fare per passenger Number of passengers carried in cars during year Amerage number of employees (including officials) during year	. 15,305,349
Salaries, Wages, Etc., of Officers and Employees.	
	Annual salary.
General officers.	917 FAO 60
Člerks	7,900 66

Official Address.

#### OTHER EMPLOYEES,

number of hours on duty per day.	Wages per day.
10 10	\$2 00 2 00
8 to 10	\$2 00 to 2 50 1 75 to 2 25 1 60 to 2 00
10 10	1 75 2 50 to 2 75 2 50
	10 10 8 to 10 12 10 10

#### ACCIDENTS.

	Injured.	Killed.	Total.
Other than passengers or employees	2	2	4

# Officers of the Company. Title.

Name.

TA COLLACA	T solder	Official Track cost.
WM. WHITE	President	. 605 Grand street, N. Y. city.
R. Kut.t.v	Secretary	. 605 Grand street, N. Y. city.
Poet P Worms	Tressrer	. 605 Grand street, N. Y. city.
FAMU E. WELLE	Albabulti	. oo diama su oou it. 1. ouy.
	Dimentary - 6 43 - 6	
	Directors of the Compa	
Name.		Residence.
WM. WHITE		New York city.
RICHARD KELLY		New York city.
JNO. M. SCRIBNER		New York city.
P. J. THORNE		Brooklyn, N. Y.
HENRY A. MORGAN		Aurora, N. Y.
N. L. ZABRISKIE		Aurora, N. Y.
C. A. HOTCHKISS		Bridgeport, Conn.
JNO. E. HOFFMIRE		New York city.
JNO. LOWBY		New York city.
JOHN BYRNES		New York city.
JOSEPH JACOBS		New York city.
	•	

Title of company, Dry Dock, East Broadway and Battery Railroad Company. Address of general offices, 605 Grand street, New York.
Date of close of fiscal year. December 31.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address Richard Kelly, Secretary.

#### DUNKIRK AND FREDONIA.

((Date of charter, April 21, 1864.)

#### Capital Stock.

	COM	Cash realized on	
	No. of shares.	Par value.	amount outstanding.
Authorized by law or charter	750 570	\$75,000 57,000	\$41,206

# REPORT OF THE RAILBOAD COMMISSIONERS.

## Cost of Road and Equipment.

ROAD. bette durk endin	ions or rments of year of Sept. 1889.	Total cost of road and equipment up to Sept. 30, 1881.
Roadbed, superstructure and rails	•••••	990,400 1.46
Real estate \$ Buildings and fixtures. Interest and discount charged to construction	3,400 00 1,672 75	3,40 1,43 5,66
Total cost of road	5,272 75	\$61,7M
Cost of equipment	\$118 00	 8.8°
•	5,896 75	\$58,38
DETAILS OF ADDITIONS OR BETTERMENTS DURING TI Real estate for terminal in Fredonia Barn and oar house, new One new sleigh Total		\$3,400 1,577 1151
Total	=	
Income Account for Year Ending September	•	
Gross earnings from operation		\$10,463 5,015
Net earnings from operation		\$5,45
Income from other sources, as follows, viz. : Interest	\$61 71 164 34 111 06	<b>#</b>
Gross income from all sources		\$5,774
Deductions from income, as follows, viz.: Taxes on property used in operation of road	\$593 76 188 06 42 00	896
Net income from all sources	- 	\$4,50
Payments from net income, as follows, viz.: Dividends declared, 8 per cent on capital stock		4,50
Surplus for year ending September 30, 1889.	_	\$300
General Income Account.		
Surplus for year ending September 30, 1889		\$380 7 1,791 8
Total surplus September 30, 1889	-	12,183 1
Analysis of Gross Earnings and Operating E:	rpe <b>nses</b> .	
		99,305 1
From passengers.		
From passengers. Earnings. Mail Express	••••••	600 M 507 M

<sup>\*</sup>See explanation in Report of 1885.

DIMETOR	AND	FREDONIA.
DUNKLER	AND	T KEDUNIA.

'

OPERATING EXPENSES.	
OPERATING EXPENSES.  Repairs of roadbed and track Rent of bell punch Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Proveader (including expense of grinding) Salaries of general officers and clerke Wages of conductors and drivers Oil and waste Light and fuel Rent of stable and car house Damages topersons and property Legal expenses Advértising, printing and office expenses Insurance Removal of snow and ice Removal of dead horse Beits Recording deed Whips Freight on horse One horse syriuge One rope Trip to Erie, Pa., to see about cars Rubber bands Sundries Horse rest (hired for extras)	\$664 08 \$7 20- 213 34 108 79 197 50 270 00 1,143 27 200 00 1,607 77 7 05 40 19 156 25 7 00 10 00 54 62 133 47 154 69- 4 75 8 00- 1 02 2 40 2 08 80 3 00 1 70 2 16 82 25
Total operating expenses	\$5,015 00
==	
General Balance Sheet September 30, 1889.	
Cost of road	\$51,716 05 6,584 70
Ourrent assets, as follows, viz.:	
Cash on hand       \$1,287 57         Open accounts       281 52         Supplies on hand, about       50 00         Interest due       61 71	1,680 80 \$69,981 56
Liabilities.	
Capital stock	\$67,000 00
Current liabilities, as follows, viz.:         \$21 00           Interest on note accrued         \$21 00           Bills payable         700 00           Sundries         78 27           Profit (surplus)	799 27 2,182 28
-	\$59,981 56
=	
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Dunkirk to Fredonia	3.50 .06
Total length of all tracks and sidings owned	3.56
Weight of rails per yard. Gauge of track Number of box cars. Open cars. Horses and mules. Schedule time making trip one way. Cars run, round trips daily. Rate of fare per passengers according to distance. Number of passengers carried in cars during year. Average number of employees (including officials), during year.	25 lbs. 4 ft. 10 in. 3 5 10 35 min. 9 to 11 5, 6, 8, 10, 15c. 92, 467

## 770 REPORT OF THE RAILROAD COMMISSIONERS.

### Saiaries, Wages, Etc., of Officers and Employees.

Secretary and treasurer	FICERS.		nnual salay. 200 u
OTHER	Employees.		
	Aver numb hours or per d	er of	Wages per day.
Conductor		10	\$1.78 1.78 \$1.50 to 2.08

# Officers of the Company. Title.

Official Address.

M. M. FENNEB	President. Secretary and Treasurer Superintendent and Conductor.	. Fredonia, N. Y.
1	Directors of the Company.	<b>-</b>

Name.		Residence.
W. McKinstry		Fredonia, N. I.
GEORGE BARKER		Fredonia, N. Y.
H. C. LAKE		Fredonia, N. Y.
FRANK MAY	· · · · · · · · · · · · · · · · · · ·	Dunkirk, N. Y.

Title of company. Dunkirk and Fredonia Railroad Company.
Address of general offices, Fredonia, N. Y.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, third Saturday of October.
For information concerning this report, address M. M. Fenner, Secretary and Treasurer.

#### EIGHTH AVENUE (New York city).

(Date of charter, January 10, 1855.)

For history of organization, see Report of 1885.

Name.

## Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realised on amount outstanding.
Authorized by law or charter	10,000	\$1,000,000	
Issued for actual cash	2,876 7,625	\$287,500 762,500	9227,586
Total now outstanding	10,000	\$1,000,000	\$237,,500

#### FUNDED DERT.

Funi	DED DEBT,			
			INTEREST.	Amount
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.
Certificates of indebtedness	Feb. 1, 1914	p. c. 6	Feb. & Aug.	\$1,000,000
Cost of Road	and Equipn	ent	•	
Road.		1 1	Additions or betterments luring year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails Real estate			\$4,186 46 *49,298 52	\$647,413 82 854,090 07
Total cost of road	• • • • • • • • • • • • • • • • • • • •		*\$45,112 06	\$1,501,508 89
Equipment. HorsesCars.	• • • • • • • • • • • • • • • • • • • •	! • إن:	\$11,240 00	\$120,390 00 134,253 62
Total cost of equipment,		-	\$11,240 00	\$254,643 62
Grand total cost of road and equipment		=	*\$33,872 06	\$1,756,147 51
For labor in shifting tracks as required their sewers and aqueducts. For increase of twenty open cars during t Less ten old box cars sold	he vear	••••	\$12,740.00	\$4,186 46 11,240 00
Total	•••••	•••••		\$15,426 46
Income Account for Year Gross earnings from operation Less operating expenses (excluding all ta				\$650,432 68 485,854 66
Net earnings from operation				\$164,578 02
Income from other sources, as follows, viz. Rents and interest	<i>:</i>			15,160 32
Gross income from all sources				\$179,738 34
Deductions from income, as follows, viz.: Taxes on property used in operation of ro Taxes on earnings and capital stock Interest on funded debt due and accrued.			19 219 39	
				98,078 62
Net income from all sources  Payments from net income, as follows, viz.	<b>:</b>			\$81,659 72
Dividends declared, 6 per cent on capital s				60,000 00
Surplus for year ending September 30,	1889	• • • • •		\$21,659 72

#### General Income Account

General Income Account.	
Surplus for year ending September 30, 1889 Deficit up to September 30, 1888.	921,699 1 90,891 8
Total deficit September 30, 1889.	\$69,521.6
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers	\$650,431 (
OPERATING EXPENSES.	
Repairs of roadbed and track	\$11,716 % 3,667 #
Repairs of buildings and fixtures	23,344 5
Repairs of cars and other vehicles	3,610 I 17,046 9
Horseshoeing	34,856 6
Provender (including expense of grinding)	95,891 7
Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	20,769 9 168,353 T
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	79,539 3
	8,943 Z 883 G
Damages to persons and property	2,417 1
Advertising printing and office expenses	5,393 I
Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Continuousles	4,991 77
Contingencies	3,200 %
Total operating expenses	\$485,854 6
General Balance Sheet September 30, 1889.	
Assets.	<b> 1</b>
Cost of road	\$1,501,565 # 254,663 @
Other permanent investments, as follows, viz.: Stock of other companies	· 6.130 @
Current assets, as follows, viz.:       \$31,830 60         Loans       21,000 00         Supplies on hand       21,837 50         Sundries       3,842 75	•
Profit and loss (deficiency)	178,510 S 69,221 B
	\$2,010.000
Liabilities.	
Capital stock	\$1,000,000 個 1,000,000 個
Current liabilities, as follows, viz. : Interest on funded debt	10.000
	\$2,010,000 80
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows: Single track, main line, from Vesey street to Harlem river Second track on main line.	Milet 19 19
Total length of all tracks and sidings owned	,
Weight of rails per yard	60 lbs. 4 fb. 83 ib. 125
Number of box cars.  Open cars.  Horses and mules Schedule time making trip one way. Cars run Eve Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during year	1.13 r 36 minutes ry 2 minutes 5 cents 13.008.54

Annual salary.

#### EIGHTH AVENUE.

## Salaries, Wages, Etc., of Officers and Employees. OFFICERS AND CLERKS.

O ---- 1 - 40 ----

OTHER EMPLOYEES.		
	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers. Starters.	10	2 00 2 25
Watchmen	10	2 00
Switchmen	9	1 75 1 86
Hostlers, lamp men and car cleaners	, 10	1 75
Horseshoers	10	8 00 2 90
Painters	. 10	2 40
Harnessmakers	10	2 00

#### Officers of the Company.

	_ · ·	
Name.	Title.	Official Address.
Jacob Hays James Affleck James G. Affleck	President	New York city. New York city. New York city.
HEMAN B. WILSON	Superintendent	New York city.

#### Directors of the Company.

Name.	Residence.
GEORGE LAW	New York city.
JACOB HAYS	New York city.
JOSEPH J. O'DONOHUE	New York city.
JOSEPH H. GODWIN	New York city.
E. St. John Hays	New York city.
G. GRANVILLE WRIGHT	Cambridge, N. Y.
JOSEPH TATE	New York city.
Heman B. Wilson	New York city.
OTIS W. RANDALL	New York city.
Otis W. Randall James Affleck	Yonkers, N. Y.
STEPHEN H. HERRIMAN	Brooklyn, N. Y.
WILLIAM RAVESTEYN.	Brooklyn, N. Y.
James G. Affleck	Yonkers, N. Y.

Title of company. The Eighth Avenue Railroad Company.
Address of general offices, corner Fiftieth street and Eighth avenue, New York city.
Dote of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in January.
For information concerning this report, address J. Affleck, Secretary, 259 Fifth avenue,
New York city.

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#### ELMIRA AND HORSEHEADS.

(Date of charter, December 30, 1870.)

For history of organization, see Report of 1885.

The road has been practically rebuilt and the equipment almost entirely renewed during the past year. The track has been relaid with new steel rail, mostly of the Johnson girder pattern, weighing fifty-two pounds to the yard, laid in the most substantial manner on oak ties, with bulb chairs and tie rods every ten feet. The city division has been double tracked in the same style, and new turnouts, new branch-off curves to the stables, new switch points and tongue switches added, while a thorough consolidation has been made with the Maple avenue road, now leased by this company. The old and inferior cars of the company have been very generally sold and replaced with new and elegant ones, at a cost of from \$1,200 to \$1,300 each. Steam service has been established from Elmirs to Horseheads (about six miles), thus releasing for service on the city division a large number of horses. The horses in use a year ago have been nearly all sold, and new horses purchased in their places, of a superior class. The

difference in value between the stock sold and the new ones purchased constitutes item, \$2,795.

New office furniture and fixtures have been purchased, and also a valuable part land for the erection of permanent buildings.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding
Authorized by law or charter, issued for actual cash and now outstanding	680	\$68,000	\$60,00

#### FUNDED DEBT.

			INTEREST.	Amount	Cash
DESIGNATION OF LIEN.	When due.	outsta	outstand-		
Bond secured by first mortgage	1919	p.c. 5	Jan. 1&July 1	\$100,000	*\$76,111 6

#### Cost of Road and Equipment.

Real estate       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       12,570 98       13,571,470	ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
EQUIPMENT.   \$2,795 00   \$5.70	Real estate	12,570 98	\$122,842 & 12,570 % 2,530 %
Horses       \$2,795 00       \$7.7         Harness       579 35       1.2         Cars       11,823 37       19.6         Dummies       1,969 82       1.8         Wagons, trucks, snow plows, sleighs       101 93       8         Office furniture       \$17,623 57       \$31.2         Total cost of equipment       \$17,623 57       \$31.2	Total cost of road	\$61,423 70	\$137,781 %
Grand total cost of road and equipment	Horses Harness Cars Dummies Wagons, trucks, snow plows, sleighs Office furniture	579 35 11,823 37 1,969 82 101 93 354 10	19,651 \$ 1,969 83
	Grand total cost of road and equipment	\$79,047 27	\$168,966 73

## Income Account for Year Ending September 30, 1889.

Gross earnings from operation		\$36,500 G 22,801 H
Net earnings from operation		\$3,611 17
Income from other sources, as follows, viz.: Blacksmithing	\$757 29 26 12	

Gross income from all sources.

<sup>\*</sup>Beside this amount of cash realized there was exchanged for the above boads executory contracts for work and material and agreements to assume and pays large part of the outstanding bills payable. Much of these contracts will appear as cash realized in later reports.

## ELMIRA AND HORSEHEADS.

Surplus up to September 30, 1888.  Less new stock issued and charged to profit and loss  Total surplus September 30, 1889.	,207 00 ,977 70 ,184 70 ,000 00
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers.	3,204 78 293 48 4 85
Total gross earnings	,502 61
Onen come Thomas	
Repairs of buildings and fixtures. Repairs of cars and other vehicles and motor Repairs of harness and stable equipment Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel. Water tax. Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies. Oil and waste Rent. Interest other than on funded debt	3,027 97 84 10 651 69 270 11 ,258 94 ,022 50 3,450 47 ,510 17 ,069 05 ,545 49 153 71 37 24 289 22 370 964 32 14 50 433 00 ,640 26
General Balance Sheet September 30, 1889.	
Cost of equipment	7,752 28 1,214 45
	,455 81 1,352 90
	,775 44
Capital stock \$60 Funded debt. 100 Current liabilities, as follows, viz.:	3,000 00 0,000 00
Open accounts	,772 88 1,184 70
•	1,775 44

#### Characteristics of Road, Equipment, Etc.

Characteristics of Road, Equipme	nt, Etc.	
Length of railway owned by company, as follows, viz.: Single track, main line, from railroad depot to Horseheads Single track, branch, from railroad depot to Cilnton street Single track, branch, from railroad depot to College avenu Single track, branch, from Lake street to Fair Grounds		15a 12 13 .71
Total length of single track on main line and branches Sidings on main line and branches	••••••	MA .5
Total length of all tracks and sidings owned	- 	ti,D
Length of railway leased and operated by this company, as f. Single track from N. Y., L. E. and W. R. R. to cor. Lake and Second track and sidings.	ollows, riz.: Water streets.	15
Total length of all tracks and sidings leased	······································	15
Grand total length of all tracks and sidings owned and lea	sed	11,1
Weight of rails per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars run Rate of fare per passenger Number of passengers carried in cars during year. Average number of employees (including officials) during Wages, Etc., of Employees	city: hourly to	4 ft. 83 m. 5
•	Average number of hours on duty per day.	Wages per day.
Conductors Drivers. Watchmen Roadmen. Hostiers Blacksmiths	12 12 12 10 10	\$ 1 18 18 18 18 13 13
Officers of the Company.		
Name. Title.  D. C. Robinson President and Secretary. C. H. Baldwin Treasurer and Manager.		rial Address mira, N. I. mira, N. I.
Name.  D. C. Robinson. G. M. Diven. John T. Rathbun. EUGENE DIVEN. (Two vacancies).  Title of company. Elmira and Horseheads Railway Comp.	R. Ela Ela Ela Ela Ela	desidence. nira, N. T. nira, N. T. nira, N. T. nira, N. I. nira, N. I.
Date of close of fiscal year, September 30.  Date of stockholders' annual meeting, second Tuesday aft For information concerning this report, address D. C. Ro	er first Monday binson, Preside	in November

## FIFTH WARD.

## FIFTH WARD (Syracuse).

(Date of charter, October 3, 1867.)

## · Capital Stock and Funded Debt.

#### CAPITAL STOCK.

,	No. of shares.	Par value.	Cash realized on amount outstand- ing.
Authorized by law or charter	1,000 984	\$50,000 49,200	\$29,575

#### FUNDED DEBT.

	•		INTEREST.	Amount	Cash realized
Designation of Lien.	When due.	Rate.	When payable.	i outstand- ing.	on amount outstand- ing.
First mortgage	On demand July 1, 1886	p.c. 6 7	Jan. 1 & July 1 Jan. 1 & July 1	\$9,000 12,510	\$9,000 12,510
Total		ļ	•••••	\$21,510	\$21,510

### Cost of Road and Equipment.

Boad.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 80, 1889.
Boadbed, superstructure and rails		\$38,685 17 13,226 22
Total cost of road	\$3,161 82	\$51,911 39
Horses		\$4,504 38 8,750 38
Total cost of equipment	\$3,161 82	\$18,254 76
Grand total cost of road and equipment	. ,	\$65,166 15
DETAILS OF ADDITIONS OR BETTERMENTS DUI Building a new extension on Geddes street of 1,540 feet; track on Gifford street of 540 feet; building a new swit street of 232 feet	RING THE YEAR building a side och on Holland	
Income Account for Year Ending Septem	mber 30, 1889	) <b>.</b>
Gross earnings from operation		\$36,763 48 31,741 19
Net earnings from operation	•••••	\$5,022 29

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# 778 REPORT OF THE RAILROAD COMMISSIONERS.

Income from other sources, as follows, viz.: Rent. horses	
Bent, election	
Advertising	İ
Change sold	
Dirt sold	Ì
	1681
Gross income from all sources	7,54,6
Deductions from income, as follows, viz. :	
Taxes on property used in operation of road 411 %	i
Taxes on earnings and capital stock. 188 25 Interest on funded debt due and accrued. 1.178 80	
THEOREM ON THE THEORY OF THE SELECTION O	1,78 \$
Not de como deservo all como co	\$1.50 k
Net income from all sources	<b>33,354</b>
Payments from net income, as follows, viz.: Dividends declared, 4 per cent on capital stock	1,963
Surplus for year ending September 30, 1889	g ,45 k
-	
General Income Account.	
Surplus for year ending September 80, 1889	\$1,861
Deficit up to September 30, 1888.	5,815
Total deficit September 30, 1889	\$5.6E F
•	
Analysis of Gross Earnings and Operating Expenses.	. 1
Earnings.	- 1
From passengers	196,78 (
•	
OPERATING EXPENSES.	- 1
Renairs of roadhed and track	<b>15</b> 1
Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment.	1,20 f 172
Repairs of harness and stable equipment	912 W 996 G
norsesnoeing	1,178 2
Renewals of horses and mules	
Drawing of Miladia and Miladia and Miladia	្តារ ស្នង
Salaries of general officers and clerks.	5.9£ £
Salaries of general officers and clerks.	5,36 E 2,56 E 7,06 E
Salaries of general officers and clerks.  Wages of conductors and drivers.  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	5,36 1 2,50 0 7,00 0 6,00 6 60 0
Provender (including expense of grinding).  Salaries of general officers and clerks.  Wages of conductors and drivers  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	5.36 1 2.88 0 7,99 8 6,00 6 00 0 14 0
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Water tax Damages to persons and property.	5,36 1 2,50 0 7,00 0 6,00 6 60 0
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Water tax Damages to persons and property.	2, 502 2, 2, 508 6 7, 608 6 6, 608 6 10 6 10 6 10 6 10 6 10 6 10 6 10 6 10
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and tuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance.	5.16 1 2.56 6 7.06 8 6.06 8 19 6 19 6 19 6 19 6 19 6
Provender (including expense of grinding).  Salaries of general officers and clerks.  Wages of conductors and drivers  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	5.162 0 2.160 0 7.160 0 6.00 0 130 0 100 0
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies	5.16 1 2.56 6 7.06 8 6.06 8 19 6 19 6 19 6 19 6 19 6
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and tuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance.	5.162 0 2.160 0 7.160 0 6.00 0 130 0 100 0
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies	5.162 0 2.160 0 7.160 0 6.00 0 130 0 100 0
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Contingencies	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assers. Cost of road.	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Current assets, as follows, viz.:	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand.	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Current assets, as follows, viz.:	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand.	
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  General Balance Sheet September 30, 1889.  Assers, Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency)	5.164 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  General Balance Sheet September 30, 1889.  Assers, Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency)	5.164 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency).	
Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency).	
Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  General Balance Sheet September 30, 1889.  Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency).  LIABILITIES.  Capital stock. Funded debt.  Current liabilities, as follows, viz.: Interest on funded debt.	
Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Cost of road. Cost of equipment  Current assets, as follows, viz.: Cash on hand. Profit and loss (deficiency).	

### Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows: ingle track, main line, from Washington street via Geddes to corner Gif- ford and Niagara streets	Miles. 2.66 .29
Total length of single track on main line and branchesddings on main line and branches	2.95 .58
Total length of all tracks and siding owned	
Veight of rails per yard lauge of track [umber of box cars. [orses and mules. chedule time making trip one way (belt line) lars run late of fare per passenger lumber of passengers carried in cars during year. verage number of employees (including officials).	8. 4 and 5 cts.

#### Salaries, Wages, Etc., of Officers and Employees.

Officer and Clerks.	Annual salary,
leneral officers	\$2,400
uperintendent	900
lerk	860

#### OTHER EMPLOYEES.

·	Average number of hours on duty per day.	Wages per day.
rivers. loadimen lostlers		\$1 50 1 50 1 50 1 50

# Officers of the Company. Title.

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•
•
-

Title of company. Fifth Ward Railroad Company.
Address of general offices, Holland place. Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in October.
For information concerning this report, address S. B. Merrill, Secretary.

# FORTY-SECOND STREET AND GRAND STREET FEREY (New York city).

(Date of charter, February 16, 1863.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

N	o. of	shares.	Par	value.	Cash realise on amous outstands
		7,500		750,000	
		2,140 5,340	1	214,000 534,000	\$24.0
		7,480	1	748,000	
DED I	EBT.				-
		INTERE	et.	Amon	Cask
due.	Rate.			outstai	d-on amon
1893	p.c. 7	April	& Oct.	\$236.0	000 ' 2223.88
and	Equ	ipmen			
			better durin ending	ments g year g Sept.	Total cut of road sai equipment up to Sept 30, 189.
Roadbed, superstructure and rails				,731 50	\$696.94 5 63,59 4 162,57 5
Total cost of road		\$1	,731 50	<b>39</b> 13,96 3	
•••••			\$6	,500 00	\$78,559 \$ 64,59 \$ 4,43 \$
		,	\$6	,500 00	\$147.36 6
				.231 50	\$1.000.372 5
	DED I	DED DEBT.	7,800 2,140 5,340 7,480  DED DEBT.  INTERNATION OF PAYOR PAY	7,500 2,140 5,340 7,480  DED DEBT.  INTEREST.  1 due. S When payable.  7 April & Oct.  Additteduring ending 30, 1 st.  \$1 \$1 \$1	7,500 \$750,000  2,140 \$214,000  5,340 \$534,000  7,480 \$748,000  DED DEBT.  INTEREST. Amou Outstaring.  \$\frac{g}{g}\$ When payable.  Additions or betterments during year ending Sept. 30, 1889.  \$1,731 50  \$1,731 50

# FORTY-SECOND STREET AND GRAND STREET FERRY. 781 ·

Income Account for Year Ending September 30, 1889.	
ross earnings from operation	\$393,565 30 245,889 22
Net earnings from operation	\$146,676 08
Income from other sources, as follows, viz.:	***************************************
rack rental	
Br-panel rent	
Id from, wood, etc	0.407.10
· · · · · · · · · · · · · · · · · · ·	3,635 10
Gross income from all sources	\$150,311 18
Deductions from income, as follows, viz. :	
axes on property used in operation of road	
axes on earnings and capital stock	
<b>Axes other than above</b>	
nterest on funded debt due and accrued	50.364 68
Net income from all sources	\$99,946 55
Payments from net income, as follows, viz.:	
Mvidends declared, twelve per cent on capital stock	89,760 00
Surplus for year ending September 30, 1889	A10 100 FF
	\$10,186 55
General Income Account.	
urplus for year ending September 30, 1889	\$10,186 55
Jurplus up to September 30, 1888	47,325 85
Total surplus September 30, 1889	\$57,512 40
= 10 (ast surprise population of 1000	407,012 40
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers	\$393,565 30
<b></b>	
OPERATING EXPENSES.	<b>AT</b> 040 44
Repairs of roadbed and track Repairs of buildings and fixtures, cars and other vehicles. Repairs of harness and stable equipment.	\$5,348 14 15,255 01
Bepairs of harness and stable equipment.	4,093 46
	7,507 20
Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks.	17,500 00
Trovender (including expense of grinding)	39,153 29
Wages of conductors and drivers	14,462 10 86,281 18
Wages of conductors and drivers	39,541 29
Light and fuel	944 80
Water tax	316 70
Lagel avanages	6,101 00 3,421 83
Water tax.  Damages to persons and property. Legal expenses.  Advertising, printing and office expenses.	4.065 48
Insurance	4,055 48 2,836 21
Insurance Removal of snow and ice	71 59
Total operating expenses	\$246,889 22
=	9210,009 22
General Balance Sheet September 30, 1889.	
Cost of road	<b>6019</b> 047 77
Cost of road	\$918,045 56- 147,265 00
Other a man and investments as follows:	121,200 00
Other permanent investments, as follows: Long Island Land Fertilizing Company's stock	2,500 00
Ourrent assets, as follows, viz.:	2,000 00
Cash on hand	36,603 93
Open accounts	12.579 51
Supplies on hand	8,000 00
-	\$1,114,993 99
	91,114,890 89
LIABILITIES.	
Capital stock Funded debt	\$748,000 00
Change to the training of the same of	236,000 00
บนาคน แสอแบเลย, สร Jouows, ชน. ; Interest on funded debt	0 000 00
Bills payable, including track tax, etc.	8,260 00 <sup>-</sup> 42,221 <b>59</b>
Current liabilities, as follows, viz.: Interest on funded debt. Bills payable, including track tax, etc. Open accounts.	15,000 00
Sundries, about Profit and loss (surplus)	8,000 00
Front and loss (surplus)	57,512 40
-	\$1,114,993 99
_	91,111,700 W

# REPORT OF THE RAILROAD COMMISSIONERS.

## Characteristics of Road, Equipment, Etc.

Length of raikeay owned by company, as follows: Single track, main line, from Forty-second street. North Street ferry, East river. Second track on main line.	river, to Grand	Miles 1.25 5.75
Total length of all tracks and sidings owned		et e
Weight of rails per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars run Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials), during	year	60 to 64 fb. 4 fb. 5a 4 fb. 5a 8 9 5a ma. 5a ma. 5a ma. 5a ma. 7a mb. 7a
Salaries, Wages, Etc., of Officers and	Employees.	
General officers	_	nnual salay. States S
Other Employees.	•	•
	Average number of hours on duty per day.	Wages per day.
Conductors Drivers. Starters Watchmen Switchmen Roadmen Hostlers. Car cleaners	12   12   10   11   10   10   10	\$2 50 and \$5 2 00 and \$5 2 00 and \$5 1 75 and \$5 1 15
Passengers	•••••	Injurel 6
Total	-	
Officers of the Company.	=	
Name. Title.  GEO. GREEN President. C. P. EMMONS Secretary. R. J. JACOBS Treasurer JOHN M. CALHOUN Superintendent.	Office New New New New	ial Adiress York city. York city. York city. York city.
Name.  GEO. GEREN GEO. G. MITCHELL M. FENCHTWANGER C. B. HOGE FRELING H. SMITH GEO. A. HERRICK A. H. FENCHTWANGER F. F. LASALA R. J. JACOBS. JOHN M. CALHOUN. HENRY A. HURLBUT C. P. EMMONS  Title of company, Forty-second Street and Grand Street Address of general offices, 553 West Forty-second street, I Date of close of fiscal year, Monday before second Tuesday ir For information concerning this report, address C. P. Em	New Your Young Terrary New You New You Brook! New You New You Danbur New You N	ork city. ork city. ork city. ork city.

# FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 783

# FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE (New York city).

(Date of charter, August 29, 1878.)

For history of organization, see Reports of 1885 and 1888.

authorized by law or charter, issued on account of con-

#### Capital Stock and Funded Debt.

No. of shares. Par value.

CAPITAL STOCK.

DESIGNATION OF LIEN.  With the control of the contr	FUNDE. hen due. ar. 1, 1910 an. 1, 1915	Rate.	INTEREST.  When pay		Amour outstan ing.	d- on amoun outstand
Designation of Lien.  Wirst mortgage bonds	hen due. 	Rate.	When pay		Amour	realized d- on amoun outstand
Roadbed, superstructure and rails light of way.  Boal estate.  Total cost of road.  Equipmen  Equipmen  Horses.  Larness, stable, car shop, blacksmars.  Wagons, trucks, snow plows, sleif	ar. 1, 1910 an. 1, 1915	Rate.		able.		outstand-
Road.  Ro		p.c. 6 6	Muzah 1 6		1	ing.
Road.  Roadbed, superstructure and rails light of way.  Roadbed, superstructure and ra	Road s		march 1;	Sept. 1	1	
Roadbed, superstructure and rails light of way. Real estate. Buildings and fixtures.  Total cost of road.  EQUIPMEN Horses. Harness, stable, car shop, blacksnow agons, trucks, snow plows, sleif		nd :	Equipmen			•
Right of way. Seal estate Suildings and fixtures Total cost of road EQUIPMEN Horses Harness, stable, car shop, blacksn Cars Wagons, trucks, snow plows, sleig				better durin endin	ions or rments g year g Sept. 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Equipmen Iorses Iarness, stable, car shop, blacken ars Vagons, trucks, snow plows, slei		• • • • •	•••••		3,721 78	\$2,698,532 4 2,202,200 0 103,000 0 39,152 4
Iorses Iarness, stable, car shop, blacksn Iars Wagons, trucks, snow plows, sleis	• • • • • • • • • • • • • • • • • • • •	• • • • •	••••••	\$	3,721 73	\$5,042,884 8
Matal and all and made	nith shop			t1:	\$655 00 802 44 1,850 00 921 85	\$111,840 0 11,007 2 79,640 0 4,245 4
Total cost of equipment			••••••	. 18	9,470 71	\$206.732 7
Frand total cost of road and equi	pment			ts	5,748 98	\$5,249,617 6
Grand total cost of road and equi  DETAILS OF ADDITION  Extensions on Tenth avenue	pment	TTER	MENTS DUE	†\$	5,748 98 (E YEAR.	\$206,732 \$5,249,617
Income Account fo	V	W-4	ina Santa		: 00 1480	
Gross earnings from operation Less operating expenses (excludi					•	
Net,earnings from operation.					······ ····	<b>\$9</b> 3,411 1
*As earned			4 D	ease.		

# 784 REPORT OF THE RAILFOAD COMMISSIONERS.

• • •	
Income from other sources, as follows, viz.:  Rent	900 <b>4</b>
Miscellaneous	1,155 0
Gross income from all sources	\$95.4SB 18
Deductions from income, as follows, viz:	
Taxes on property used in operation of road	
Interest on funded debt due and accrued	
Interest on real estate mortgages	
•	109,146 €
Deficit for year ending September 30. 1889	\$13,713 6
General Income Account.	
Deficit for year ending September 30, 1889	\$13,715 &
Deficit up to September 30, 1888	121.925 %
Total deficit September 30, 1889	\$145,642 €
Analysis of Gross Earnings and Operating Expenses	•
EARNINGS.	
From passengers	\$433,16 4
OPERATING EXPENSES.	
Repairs of roadbed and track	\$13,662 4
Renairs of buildings and fixtures	1.528 B
Repairs of cars and other vehicles. <u>Repairs of harness and stable equipment</u>	25.626 T 5,411 I
	10,235 % 321,686 %
Provender (including expense of grinding).	56.30°
Salaries of general officers and clerks	11,365 🛎
Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	95,173 <b>€</b> 55,917 <b>&gt;</b>
Light and fuel	1,964 6
Damages to persons and property.	4±9 € 5,489 ±
Legal expenses.	4,573 T. 1,117 G
Insurance	4,903 E
wages of watchmen, starters, switchmen, roadmen, nostiers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Contingencies Interest	4,736 T 2,539 M
Rent of real estate	5,000 @
Total operating expenses	\$338,777 5
•	
General Balance Sheet September 30, 1889.	
Cost of road	85.042.8% P
Cost of equipment	306,722 %
Current assets, as follows. viz.:	
Cash on hand	
Open accounts         684 68           Supplies on hand         9,386 40	
Profit and loss (deficiency).	16,967 ff 145,642 ff
Front and ross (dencione)	
=	\$5,412,157 \$
LIABILITIES. Capital stock	<b>40</b> 500 000 4
Funded debt	\$2,500,000 A 2,725,000 P
Current liabilities, as follows, viz.:	•
Current liabilities, as follows, viz.:  Interest on funded debt due and accrued	
Bills payable         35,000 00           Open accounts         43,157 37           Sundries, real estate mortgages         103,000 00	
Sundries, real estate mortgages 103,000 00	300 100 00
-	187.15; 5
, <del>.</del>	\$5,412.157 \$
-	

# FORTY-SECOND St., MANHATTANVILLE AND St. NICHOLAS AVE. 785

## Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows: Single track, main line, from Forty-second street, North river, to Forty-	Miles.
second street, East river	1.97
Seventh avenue, Broadway and Broad street to Manhattan street	4.81
Single track, branch, from North river, through Manhattan street St. Nicholas avenue and One Hundred and Tenth street to First avenue	2.66
Single track, branch, from Tenth avenue, through Eighty-sixth street to North river.	.31
Single track, branch, from Fifty-ninth street, through Tenth avenue to Seventy-first street.	.60
Single track, branch, from Thirty-fourth street, through Twelfth street to Thirty-fifth street	.95
Total length of single track on main line and branches	10.89
Second track on main line and branches	10.39
Total length of all tracks and sidings owned	20.78
Weight of rails per yard. Gauge of track. Number of passenger cars Horses. Schedule time making trip one way: Thirty-fourth street, East river, to Forty-second street. North river. Thirty-fourth street, East river, to One Hundred and Thirtieth street, North river One Hundred and Tenth street, East river, to One Hundred and Thirtieth street, North river. Thirty-fourth-street East river, to River street drive. Cars run. Every Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials), during year. about	47 to 60 lbs. 4 ft. 8% in. 85 719 25 min. 59 min. 23 min. 45 min. 21% to 12 min. 5 cents. 8,643,368

OFFICERS AND CLERKS. Annual salary. President, treasurer, superintendent, four clerks and two receivers..... \$11,975 44

#### OTHER EMPLOYEES.

•	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Starters and transfer agents. Watchmen Switchmen and inspectors Roadmen Hostlers. Changers and car washers Carpenters and painters. Jobbing smiths Horseshoers	9 to 11 9 to 10 10 to 12 10 to 12 10 10 10	\$2 00 2 00 \$2 00 to 2 14.2-7 1 75 2 14.2-7 1 76 1 76 2 00 to 3 00 1 75 to 2 50 3 00 to 3 25

ACCIDENTS.	Injured.
Passengers	3
Others	
Total	6

#### Officers of the Company.

Name.	Title.	Official Address.
JOHN S. FOSTER	President	New York city.
John S. Foster	Secretary	New York city.
ALFRED SKITT	Treasurer	New York city.
ALFRED SKITT	. Superintendent	New York city.

Directors of the Company,	
Name.	. Residence.
John S. Foster	New York city.
Charles F. Naething	New York city
ALFRED SKITT	New York city.
JACOB FLEISCHAUER	New York city.
James Matthews	New York city.
D. D. CONOVER	Bayshore, L. L. N. Y.
ARTHUR LEARY	New York city.
WM. R. FOSTER	Babylon, L. I., N. Y.
CHARLES PHELPS	Brooklyn, N. Y.
JOHN B. DUTCHER	New York city.
RICHARD V. HARTNETT.	New York city.
ALFRED WAGSTAFF	New York city.
U ENDY STEEDS	Nam Vork gite

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Averse Railway Company. Address of general offices, 118 and 120 East Forty-second street, New York city. Dute of close of fiscal year, September 30. Date of stockholders' annual meeting, third Thursday in January. For information concerning this report, address John S. Foster, President.

#### FOURTH WARD (Syracuse).

(Date of charter, May 19, 1888.)

The Fourth Ward Railway Company of Syracuse was organized by filing and recor-ing its articles of association in the office of the Secretary of State at Albany, N. I., &

ing its articles of association in the office of the Secretary of State at Albany, N. I. of May 21, 1883.

The original incorporators were E. F. Holden, H. L. Duguid, E. F. Rice, E. B. Judson, Jr., John Lighton, J. E. Wells, A. J. Belden, A. C. Soule, J. H. McDowell, J. A. Nichola H. Robinson, John Dumfee, W. B. Cogswell, J. L. King, O. V. Tracy, Aime Harnois and C. V. Andrews. The company was organized under and by virtue of the provisions of chasts 262, of the Laws of 1884, and of the acts supplementary thereto and amendatory thereof. In August 10, 1889, the Fourth Ward Railway Company purchased from the city of Syracss for .01 per cent of its gross receipts, payable annually, the right to build, construct as operate a street surface railroad along the route described in the articles of associativa. The Fourth Ward Railway Company has constructed its line from North Salina stress along James street to Hawley; thence along Hawley street to Lodi street and these from Hawley street to Burnet avenue to the city line. Alsa from Hawley street along Green street to Lodi street, and thence along Lodi street northerly to Rose Hill cemetery.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

V			
	<del></del>	_ == =====	
	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter and now out- standing	. ★ 800	*880,000	\$25,984 \$

#### FUNDED DEBT.

		   	INTEREST.	Cash Amount realized
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- on amount ing. outstand- ing.
Ten or twenty years bonds	1898 or 1908	p.c. 6	May & Nov.	\$35,500

<sup>\*</sup>Thirty per cent called in. See balance sheet.

Cost of Road and Equipment.	otal cost up to
ROAD.	Sept. 30, 1889.
Roadbed, superstructure and rails	*\$45,552 08
Roadbed, superstructure and rails	6,250 49 303 33
Total cost of road	\$52,105 90
EQUIPMENT.	
Horses	\$6,105 56
<u>Cars</u>	352 04 4,358 07
Cars	867 43
Total cost of equipment	\$11,683 10
Grand total cost of road and equipment	\$63,789 00
diana town oob or road and odarbmone	500,100 00
Income Account for Year Ending September 30, 1889	<b>.</b>
Gross earnings from operation	\$14,499 86 11,541 82
•	
Gross income from all sources	\$2,958 04
Deductions from income, as follows, viz.:  Taxes on property used in operation of road	
Taxes on earnings and capital stock	
Interest on funded debt due and accrued	1,757 63
0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Surplus for year ending September 30, 1889	\$1,200 41
From passengers	\$14,406 11 93 75
Total gross earnings	\$14,499 86
OPERATING EXPENSES.	
Repairs of roadbed and track	\$240 65 145 25
Renairs of cars and other vehicles.	126.30
Repairs of harness and stable equipment	428 59
HOTSOSHOOLING	678 42 2,693 06
Horseshoeing Provender (including expense of grinding). Salaries of general officers and clerks	1,240 00
wazes of conductors and drivers, watchmen, starters, switchmen, road-	
men, hostlers, etc. Light and fuel	5,590 10 125 10
Water tax	46 89
Advertising, brinting and olice expenses	74 69
Insurance	137 50
Contingencies	20 39
Total operating expenses	\$11,541 82
Consuel Balance Sheet Santomber 80, 1980	
General Balance Sheet September 30, 1989.	
Cost of road	\$52,105 90
Cost of equipment	11,683 10
Current assets, as follows, viz.:	
Cash on hand \$416 87  Open account, 70 per cent stock 56,018 77	
Open account, 70 per cent stock         56,015 77           Supplies on hand         363 87	
	56,796 51
	#100 EOR F1
	\$120,585 51

<sup>\*</sup> Of the \$15.552.08 cost of roadbed, etc., about \$4,690 will be paid back to this company by the People's line who occupy the track on James street, jointly with the Fourth Ward road.

Liabilities.	•	
Capital stockFunded debt		\$80,000 08 35,500 09
Current liabilities, as follows, viz.: Interest on funded debt. Bills payable.	\$887 2,997	50
		3.885 10
Profit and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	1,200 41
		\$120,585 51
Characteristics of Road, Equipme	•	
Length of railmay owned by company, as follows, viz.: Single track, main line, from Salina street to city line, east Single track, branch, from Hawley street to Hickory street	•••••	Miles. 2.25
Total length of single track on main line and branches Sidings on main line and branch	• • • • • • • • • • • • • • • • • • • •	2.55 27
Total length of all tracks and sidings owned	••••••	3.02
Weight of rails per yard Gauge of track Number of box cars. Horses and mules Schedule time making trip one way. Cars run. Rate of fare per passenger Number of passengers carried in cars during year. Average number of employees (including officials) during	Evei	35 20 min. 'Y 15 and 20 min. 3. 4. and 5 cts.
Salaries, Wages, Etc., of Officers and	Employees.	
Officers.		Annual salary.
Superintendent		\$120 00 520 00
Treasurer	• • • • • • • • • • • • • • • • • • • •	020 00
OTHER EMPLOYEES.		
	Average number of hours on dut per day.	Wages per day.
Drivers	11 11 12	1 90
ACCIDENT.		
Other than passenger or employee, injured		1
Officers of the Company.		
Name. Title.	Offic	cial Address.
J. E. Wells President C. W. Andrews Secretary G. E. Wells Treasurer WM. Gunn Superintendent.	Q <sub>177</sub>	manaa N V
Directors of the Company.	70	esidence.
Name.  J. E. Wells. C. W. Andrews J. L. King. J. H. McDowell. WM. Kearney. Geo. E. Wells. A. Harnois. J. Greenway  Title of company, Fourth Ward Railway Company. Address of general offices. Syracuse, N. Y.		acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y. acuse, N. Y.
Date of close of fiscal year, September 30.  Date of stockholders' annual meeting, first Monday in Ap For information concerning this report, address C. W. An	ril. drews, Secret	ary.

# FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

#### Capital Stock.

	No. of shares.	Par value.	Cash realize on amount outstanding
Authorized by law or charter Lesued for actual cash and now outstanding	. 800 571	\$2,000 14,275	\$14,27 14,27
Cost of Road and E	quipmen	t.	
Road:	1	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and railsBeal estate.		*\$180 00	\$16,743 6 1,618 4
Total cost of road		*\$180 00	\$18,357 0
EQUIPMENT. Total cost of equipment			\$2,275 0
Grand total cost of road and equipment	1-	*\$180 00	\$20,682 0
	- 0	-b 20 1000	1
Income Account for Year Endin Gross earnings from operation Less operating expenses (excluding all taxes)	-	•	
	••••••	••••••••••	\$3,907 S 2,799 0
Gross earnings from operation		•••••••••••••••••••••••••••••••••••••••	\$3,907 8 2,799 0 \$1,108 2
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Rents  Gross income from all sources.			\$3,907 3 2,799 0 \$1,108 2
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Rents			\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock.  Net income from all sources.  Puments from net income, as follows, viz.:			\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock.			\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock  Net income from all sources.  Payments from net income, as follows, viz.:			\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Bents  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock.  Surplus for year ending September 30, 1889  General Income A Surplus for year ending September 30, 1889  Surplus up to September 30, 1889	ccount.	\$6.505 14	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8 713 7 \$263 1
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on earnings and capital stock.  Net income from all sources.  Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock.  Surplus for year ending September 30, 1899  General Income A	ccount.	\$6.505 14	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8 713 7 \$263 1
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources. Deductions from income, as follows, viz.: Taxes on earnings and capital stock  Net income from all sources. Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock  Surplus for year ending September 30, 1889  General Income A Surplus for year ending September 30, 1889 Surplus up to September 30, 1889	ccount.	\$6,508 14 148 00	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8 713 7 \$263 1
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz: Rents  Gross income from all sources Deductions from income, as follows, viz: Taxes on earnings and capital stock  Net income from all sources Payments from net income, as follows, viz: Dividends declared, 5 per cent on capital stock  Surplus for year ending September 30, 1889  General Income A Surplus for year ending September 30, 1889  Charged off	ccount.	\$6,506 14 148 00	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 206 0 \$976 8 713 7 \$263 1 \$263 1
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources. Deductions from income, as follows, viz.: Taxes on earnings and capital stock  Net income from all sources. Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock  Surplus for year ending September 30, 1889  General Income A Surplus for year ending September 30, 1889  Charged off  Total surplus September 30, 1889  Analysis of Gross Earnings and  Earnings	ccount.	\$6,505 14 148 00 ng Expensed	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 208 0 \$976 8 713 7 \$263 1 \$263 1 \$46,620 2
Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Rents  Gross income from all sources Deductions from income, as follows, viz.: Taxes on earnings and capital stock  Net income from all sources Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock Surplus for year ending September 30, 1889  General Income A Surplus for year ending September 30, 1889 Charged off  Total surplus September 30, 1889  Analysis of Gross Earnings and	ccount.	\$6,506 14 148 00	\$3,907 8 2,799 0 \$1,108 2 76 6 \$1,184 9 206 0 \$976 8 713 7 \$263 1 \$263 1

<sup>\*</sup> Decrease.

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Renewals of horses and mules Provender (including expense of grinding)		<b>\$</b> 575 <b>3</b> 6
Provender (including expense of grinding)	••••••	5d2 07 735 09
Light and fuel.  Advertising, printing and office expenses	• • • • • • • • • • • • • • • • • •	36 79
Insurance		9 00 29 00
Contingencies	•••••	145 69
Total operating expenses		\$2,799 03
General Balance Sheet September	30, 1889.	
ARRETS.	•	
Cost of road	• • • • • • • • • • • • • • • • • • • •	\$18,357 04 2,275 00
Current assets, as follows, viz.: Cash on hand.		
OBSE OH MOREON CONTRACTOR OF THE CONTRACTOR OF T	••••••	
_		\$20,895 15
Capital stockLiabilities.		\$14,275 00
Profit and loss (surplus)		6,620 15
		\$20,895 15
Characteristics of Road, Equipme	ent, Etc.	
Length of railway owned by company, as follows:	•	Miles.
Single track, main line, from Frankfort to Ilion		2. <b>5</b> .1 <b>25</b>
Total length of all tracks and sidings owned		
	:	
Weight of rails per yard	• • • • • • • • • • • • • • • • • • • •	25 lbs. 5 feet.
Number of box cars		3
Open car	••••••	1 6
Schedule time making trip one way Cars run		25 minutes.
Rate of fare per passenger	• • • • • • • • • • • • • • • • • • • •	5, 7 and 10 cts.
Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during	year	52, <b>56</b> 5
Wages, Etc., of Employees	• • · · · · ·	
	Average	
	number of	Wages per
•	hours on duty	day.
Conductors	12 -	\$2 00
Officers of the Company.		
Name. Title.	Official A	ddress.
W. I. Piper Secretary	Frankford	
W W CROSRY Transitor	Frankfor	N. Y.
T T Tourn	Franklor	. N. Y. . N. Y. . N. Y.
A. C. McGowan. President. W. I. Piper Secretary. W. W. Crosby Treasurer J. L. Hoard Superintendent.	Frankfor	N. Y. N. Y. N. Y. N. Y.
Directors of the Company	•	
	Reside	nce.
Name, A. C. McGowan P. A. Skiff	Reside	nce. . N. Y.
Name, A. C. McGowan P. A. Skiff	Reside	nce. . N. Y.
Name. A. C. McGowan. P. A. Skiff John Loftis James H. Hoard M. F. Farrell	Reside Frankfori Frankfori Frankfori Frankfori	nce. t, N. Y. t, N. Y. t, N. Y. t, N. Y.
Name. A. C. McGowan. P. A. Skiff John Loftis James H. Hoard M. F. Farrell	Reside Frankfori Frankfori Frankfori Frankfori	nce. t, N. Y. t, N. Y. t, N. Y. t, N. Y.
Name. A. C. McGowan. P. A. SRIFF JOHN LOFTIS. JAMES H. HOARD. M. F. FARRELL. W. W. CROSBY JOSEPH J. DUDLESTON, Jr. JOHN L. HOARD.	Reside Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor	nce. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.
Name. A. C. McGowan. P. A. Skifff John Loftis James H. Hoard M. F. Farrell W. W. Crosby Joseph J. Dudleston, Jr John L. Hoard J. Myers	Reside Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor	nce. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.
Name.  A. C. McGowan. P. A. SRIFF JOHN LOFTIS. JAMES H. HOARD M. F. FARRELL W. W. CROSBY JOSEPH J. DUDLESTON, Jr JOHN L. HOARD J. MYERS. F. R. PARRUHEST	Reside Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori Frankfori	nce. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.
Name. A. C. McGowan. P. A. Skiff John Loftis. James H. Hoard M. F. Farrell W. W. Crosby Joseph J. Dudleston, Jr John L. Hoard J. Myers. F. B. Parkhurst W. I. Piper J. W. Barris	Reside Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Reankfor Reankfor Reankfor	nce. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.
Name. A. C. McGowan. P. A. Skifff John Loftis James H. Hoard M. F. Farrell W. W. Crosby Joseph J. Dudleston, Jr John L. Hoard J. Myers	Reside Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Frankfor Reankfor Reankfor Reankfor	nce. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y.

\$1,691 53

Title of company, Frankfort and Ilion Street Railway Company.
Address of general offices, Frankfort, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address W. L. Piper, Secretary.

#### FULTON AND OSWEGO FALLS.

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(Date of charter, September 21, 1885.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	CAPITAL	BTOCE	L.				
		No. of	shares.	Par	value.	0	sh realized n amount tstanding.
Authorized by law or charter a outstanding			150		\$15,000		\$15,000
	Funder	о Вевт	·.				
			INTERE	ST.	outstand- on ing.		Cash
DESIGNATION OF LIEN.	When due	Rate.	Wh				realized
First mortgage	Jan. 1, 18	p.c		July 1	\$15,	000	\$15,000
Roadbed, superstructure and interest and discount charged Road built by contract	• • • • • • • • • • • • • • • • • • • •	on	• • • • • • • • • •	•••••	• • • • • • • •	:	\$1,384 59 \$1,384 59 \$7 89 30,000 00 \$31,372 48
	Equip	MENT.				_	
Cars Wagons, trucks, snow-plows, a						•	\$779 00 1,830 00
Total cost of equipment						_	\$2,109 00
Grand total cost of road and e	quipment				•••••	_	\$33,481 48
Income Accoun	t for Year I	Cndin	g Septe	mber	30, 188	9.	
Gross earnings from operation Operating expenses (excluding	g all taxes)		• • • • • • • • • • • • • • • • • • • •			:	\$3,999 <b>76</b> 0 4,707 <b>.</b> 79
Net loss from operation			• • • • • • • • • • • • • • • • • • • •				\$708 19
Deductions from income, as for Taxes on earnings and capital Interest on funded debt due as	stock	•••••	••••••••	·····_	\$83 3 900 0		983 34

Deficit for year ending September 30, 1889.....

#### General Income Account.

Settlement of suit for damages	\$1,691 53 8,461 16 306 85
Total deficit September 30, 1889	\$5,459 54
Analysis of Gross Earnings and Operating Expenses.	
Eabnings.	
From passengers. Mails. Transportation of baggage Miscellaneous	\$3,800 76 260 0 <sup>6</sup> 447 8 <sup>6</sup> 1 00
Total gross earnings.	\$3,999 60
OPERATING EXPENSES,	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Provender (including expense of grinding) Salary of superintendent Wages of drivers Light and fuel Water tax Legal expenses. Advertising, printing and office expenses Insurance	156 00 1,104 94 500 00 1,936 00 36 00 15 76 306 75 60 00 93 75
Total operating expenses	\$4,707 79
General Balance Sheet, September 30, 1889.	
Cost of road and equipment	
	<b>633 481 48</b>
Profit and loss (deficiency)	\$33,481 48 5,459 54
Profit and loss (deliciency)	\$33,481 48 5,459 54 \$38,941 02
Profit and loss (deliciency)	\$38,941 02
Profit and loss (deficiency).  LIABILITIES. Capital stock Funded debt	\$38,941 02
Profit and loss (deficiency)	\$38,941 03 \$38,941 03 \$15,000 00 15,000 00 225 00 4,845 96
Profit and loss (deficiency).  Liabilities.  Capital stock.  Funded debt.  Current liabilities, as follows, viz.: Interest due and accrued.  Bills payable.	\$15,000 00 15,000 00 225 00 4,845 96 3,870 06

### Officers of the Company.

Name.	Title.	Official Address.
JOSEPH WALKER Jr	President Secretary and Treasurer	New York city.
H. HULETT.	Superintendent	Fulton, N. Y.

Name. Residence.	
JOSEPH WALKER	у.
JOSEPH WALKER, Jr New York cit	y.
W. S. SLOAN New York Cit	v.
CHARLES LYMAN New York cit	٧.
W. H. SMITH New York cit	у.
W. H. SMITH New York cit N. N. STRANAHAN Fulton, N. Y.	
R. Bradshaw Fulton, N. Y.	

Title of company, Fulton and Oswego Falls Street Railway Company.
Address of general offices, 15 Broad street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in September.
For information concerning this report, address J. Walker, Jr., President.

#### GENESEE AND WATER STREET (Syracuse).

(Date of charter, October 13, 1865.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued on account of construction and equipment and now outstanding	1,200	\$60,000	\$42,500

### FUNDED DEBT.

		I	nterest.		Cash
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstand- ing.	realized on amount outstand- ing.
New barn bonds	\$500 Jan. 21, 1890 500 Jan. 21, 1891 500 Jan. 21, 1892 500 Jan. 21, 1893 500 Jan. 21, 1894	<b>p.</b> c.	Jan. 1, July 1	\$2,500	\$2,500

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails  Real estate  Buildings and fixtures  Interest and discount charged to construction	\$22,602 71 128 18	\$69,980 82 3,169 00 4,550 50 148 38
Total cost of road	\$22,725 89	\$77,848 70

## REPORT OF THE RAILBOAD COMMISSIONERS.

# Cost of Road and Equipment - (Continued).

Equipment.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to sept. 30, 1889.
Horses	\$540 00 80 40	\$13,042 55 2,859 04 9,378 13 80 40 500 00
Total cost of equipment	\$620 40	\$25,860 12
Grand total cost of road and equipment	\$23,846 29	\$108,708 82
DETAILS OF ADDITIONS OR BETTERMENTS DU Labor in construction		\$10.133 29
Iron rails, tenants, etc. Lumber, ties, etc. Lumber, ties, etc. Freight on iron Paving track. Surveying and obtaining consents Hardware supplies, tools, etc.		2,578 83 163 50 743 58
		\$22,602 71
Construction: Report of 1888 Report of 1889		\$73,378 11 22,602 71
Total Less leased to Fourth Ward Railway Company	••••••••	\$95,980 92 25,000 09 \$69,980 82
Real estate and buildings: Report of 1888 Lease to Fourth Ward Railway Company Total	• • • • • • • • • • • • • • • • • • • •	\$9,550 56 5,000 00 \$4,650 50
Horses: Report of 1838 Addition, 1889		\$14,002 55 540 00 \$14,542 55
Less sold Fourth Ward Railway Company	••••••	1,500 00 \$13,042 55
Harness: Report of 1888 Less sold Fourth Ward Railway Company'		\$3,047 11 188 07
Cars:		\$2,859 04
Report of 1888 . Less sold Fourth Ward Railway Company.	•••••	\$10,128 13 750 00
		\$9,378 13
Income Account for Year Ending Septe	mber 30, 1889	<b>.</b>
Gross earnings from operation	••••••••	\$24,391 01 18,968 45
Net earnings from operation	••••••	\$5,422 56

Income from other sources, as follows, viz.:	
Advertising \$131 25 Interest 10 78	
10 /0	\$142 03
Gross income from all sources	\$5,564 59
Decluctions from income, as follows, viz.:  Taxes on property used in operation of road	
Taxes on earnings and capital stock         228 77           Assessment paid         473 00	
A S S S S S S S S S S S S S S S S S S S	1,016 70
Net income from all sources	\$1,547 89
Payments from net income, as follows, viz.: Dividends declared, five per cent on capital stock.	3,000 00
Surplus for year ending September 30, 1889	\$1,547 89
Surplus for your ending deplement so, 1995	91,041 09
General Income Account.	
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	\$1,547 89 36,330 12
Total surplus September 30, 1889	\$37,978 01
=	
Analysis of Gross Earnings and Operating Expenses.	
From passengers Earnings.	\$24,391 Ot
=	
OPERATING EXPENSES, Repairs of roadbed and track	\$718 22
Repairs of cars and other vehicles. Repairs of harness and stable equipment	223 90 176 80
HATGAGNAING	1,037 25
Provender (including expense of grinding).	5,152 58
Renewals of horses and mules; paid \$155, received \$150. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors, drivers and hostlers	1.696 00 7,784 49
Water fax	335 8 <b>5</b> 48 75
Damages to persons and property and legal expenses Advertising, printing and office expenses	128 75 189 32
	436 78
Rent	163 26 66 <b>55</b>
STADIA ATDADARA	133 90 576 91
Sundry items in small amounts	99 69
Total operating expenses	\$18,968 45
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$77,848 70 25,860 12
Superstructure, received by gift. (See report of 1885, for history and	•
statement)	4,874 55
Cash on hand       \$465 77         Supplies on hand       4,048 87	·
5uppites on hand	4,514 64
<del>-</del>	\$113,098 01
Liabilities.	
Capital stockFunded debt	\$60,000 00 2,500 00
Current liabilities, as follows, viz.:	_,,,,,,
Interest on funded debt, due. \$37 50 Dividends unpaid 82 50	
Bills payable       11,300 00         Open accounts, etc.       1,300 00	
Profit and loss (surplus)	12,720 00 37,878 01
	\$113,098 01
=	\$110,086 UI

#### Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows, viz.:	Miles.
Single track, main line, from Hanover Square to Driving Park	2.25 .15 .76
Total length of single track on main line and branches,	3.75 .50 .59
Total length of all tracks and sidings owned	4.75
Weight of rails per yard	80 to 47 lbs. 4 ft. 8½ in. 8
Open car  Horses and mules Schedule time making trip one way. Cars run	1 20 min. on branches. 3, 4 and 5 cts. 539,469
Salaries, Wages, Etc., of Officers and Employees.	
Officers and Clerk.	
President. Treasurer Superintendent Clerk	\$300 00 150 00 800 00 300 00

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	14 14 14	About \$1 80 About 1 50 1 50 to 1 65

#### Officers of the Company.

Name.	Title.	Official Address.
Frederick S. Weeks George J. Gardner William J. Hart	President	Syracuse, N. Y. Surer Syracuse, N. Y. Syracuse, N. Y.

Directors of the Company.	
Name.	Residence.
WILLIAM H. NIVEN	Syracuse, N. Y.
WILLIAM E. ABBOTT	
Daniel P. Wood	Syracuse, N. Y.
HENRY D. DIDAMA	Syracuse, N. Y.
JAMES BARNES	Syracuse, N. Y.
ALVA W. PALMER	Syracuse, N. Y.
Thomas J. Leach	Syracuse, N. Y.
Jonathan C. Chase	Syracuse, N. Y.
CHESTER HAW	Syracuse, N. Y.
George F. Comstock. Jr	Syracuse, N. Y.
ROBERT G. WYNKOOP.	Syracuse, N. Y.

Title of company, Genesee and Water Street Railroad Company.
Address of general offices, Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in October.
For information concerning this report, address George J. Gardner, Secretary.

\$814 11

# GLENS FALLS, SANDY HILL AND FORT EDWARD.

(Date of charter, September 28, 1885.)

#### Capital Stock and Funded Debt.

<del></del>			OCK.				
					СОЖИ		
				No.	of shares.	Par value.	
uthorized by law or charter struction and now outstandi	w or charter, issued on account of con- ow outstanding. 700		or charter, issued on account of con-		700		\$70,000
· · · · · · · · · · · · · · · · · · ·	Funde	o Di	LBT.				
<del></del>	i		INTEREST.		<del></del>	(Co)	
DESIGNATION OF LIEN.	When due.	Rate.	When payable	Amount outstand-		Cash realized on amount outstand- ing.	
Mortgage	Aug. 1, 1905	1). 0.	Semi-ann	ally	\$24,900	\$24,000	
Real estate					-	1,500 00 \$79,216 20	
	Equi	PM(R)	IT.		-		
Horses	sleighs		••••••			\$7,256 78 402 00 6,400 00 1,750 00	
Total cost of equipment					- 	\$15,808 78	
Grand total cost of road and e	quipment	••••	•••••		= 	\$95,025 00	
Income Accoun	t for Year	End	ing Septe	mber	r 30, 1889.		
Income Accoun Gross earnings from operation Less operating expenses (excl					•	\$17,111 45 12,544 6	
	n luding all tax	es).	• • • • • • • • • • • • • • • • • • • •	••••	······································	\$17,111 4	
Gross earnings from operation Less operating expenses (excl	uding all tax	es) .		•••••	<b>8580</b> 21	\$17,111 45 12,544 66 \$4,566 85	
Gross earnings from operation Less operating expenses (excludes Gross income from all sou Deductions from income, as for Taxes on property used in operations.)	nuding all tax rees	es).			\$580 81 113 13 1,440 00	\$17,111 45 12,544 60	
Gross earnings from operation Less operating expenses (excludes operating expenses (excludes operating expenses (excludes operating from income, as for Taxes on property used in operation operation of the excludes of funded debt due as Surplus for year ending Security (excludes operating for year ending Security (excludes operating for year ending Security (excludes operation)).	nuding all tax rees	es).			\$580 81 113 13 1,440 00	\$17,111 4: 12,544 6: \$4,566 8: 2,083 94	

Total surplus September 30, 1889 .....

# Analysis of Gross Earnings and Operating Expenses.

#### EABNINGS.

Eabnings.	
From passengers	\$16,184 07 439 66 487 70
Total gross earnings.	\$17,111 43
OPERATING EXPENSES.	
Repairs of roadbed and track, buildings and fixtures, cars and other vehicles.	\$929 07 133 06 561 46
Horseshoeing. Provender (including expense of grinding). Wages of conductors and drivers, watchmen, starters, switchmen, roadmen, hostiers, etc. Light and fuel Advertising, printing and office expenses Insurance	3,821 03 6,466 44 317 49 109 92
Total operating expenses	
= General Balance Sheet September 30, 1589.	
ARRETS.	
Cost of road	<b>\$</b> 79,216 25
Cost of equipment.	15,808 75
Cash on hand	641 11
	\$95,666 11
Liabilities,	
Capital stock	\$70,000 00
Funded debt	24,000 00
Current liabilities, as follows, viz. : Interest on funded debt due and accrued	240 00
Bills payableOpen accounts.	850 00 262 00
Profit and loss (surplus)	314 11 \$95,666 11
=	
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Glens Falls to Fort Edward	7.95 .10
Total length of single track on main line and branch	ፕ. <b>35</b> .25
Total length of all tracks and sidings owned	7.60
Weight of rails per yard	25 lbs.
Number of box cars.  Horses and mules Schedule time making trip one way.  Cars run Hourly A. M. and half Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during year.	hour 15 min. hourly P. M. 6 cents. 269,735
Salaries, Wages, Etc., of Officers and Other Employees.	

### Salaries, Wages, Etc., of Officers and Other Employees.

OFFICER AND CLERK,	Annual salary.
Superintendent	\$620 00
Clerk	360.00

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers Hostlers	12 12	\$1 33% 1 16%

#### Officers of the Company.

Name.	Tule.	Opiciai Adaress.
J. M. COOLIDGE	President	Giens Falls, N. Y.
B. B. FOWLER	Secretary and Treasurer Superintendent	Glens Falls, N. Y.
A. V. BRAYTON	Superintendent	Glens Falls, N. Y.

Directors of the Company.				
Name.	Residence.			
J. M. Coolidge	Glens Falls, N. Y.			
J N Rush	Glens Falls, N. Y.			
B. B. FOWLER	Glans Falls, N. Y.			
W. H. RORRINS	Glens Falls, N. Y.			
H. R. Lizavena	Glens Falls, N. Y.			
O. C. SMITH	Glens Falls, N. Y.			
A. V. Brayton	Glens Falls, N. Y.			

Title of company, Glens Falls, Sandy Hill and Fort Edward Street Railway Company. Address of general offices, Glens Falls, N. Y. Date of close of fiscal year, June 1. Date of stockholders' annual meeting, second Tuesday in June. For information concerning this report, address B. B. Fowler, Secretary and Treasurer.

#### GRAND STREET AND NEWTOWN (Brooklyn).

- .=.

(Date of charter, August 18, 1860.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

COM	Cash realized	
No. of shares.	Par value.	on amount outstand- ing.
20,000 17,000	\$200,000 170,000	\$170,000
_	No. of shares.	20,000 \$200,000

#### FUNDED DEBT.

		interest.	Amount	Cash realized
DESIGNATION OF LIEN.	When due.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage bonds	1906	5 April & Oct.	\$200,000	\$207,975 69

# REPORT OF THE RAILROAD COMMISSIONERS.

#### Cost of Road and Equipment.

• • • • • • • • • • • • • • • • • • • •		
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total est of read and equipment up to kept 30, 189.
Roadbed, superstructure and rails	\$187 00 967 43	3 W. HC\$ 8 FZ. 68
Total cost of road	\$1,154 43	\$339.75 %
EQUIPMENT.		
Horses and harness	\$500 00	\$31,900 T \$2,330 B
Total cost of equipment	\$500 00	\$84,915
Grand total cost of road and equipment	\$1,654 43	\$433,777 9
the second secon		
DETAILS OF ADDITIONS OR BETTERMENTS DUE Additional stalls at Calvary stable		
Additional stails at Calvary stable. Additional doors at Maspeth Plans for new car shed New fences Tracks in new car shed New truck New wagon		50 173 8 173 8 173 8
Total		\$1,654.6
Income Account for Year Ending Septer Gross earnings from operation	•	
Net earnings from operation		\$27,300 6
Income from other sources, as follows, viz.: Rent of tracks Rent of car panels	•••••	61 3 300 5
Gross income from all sources		928,119 T
Deductions from income, as follows, viz.:  Taxes on property used in operation of road and on earni and capital +tock  Interest on funded debt due and accrued Interest on loans Track rept	10,000 00	er 12 9
		16,55 7
Net income from all sources	••••••	\$13,525
Payments from net income, as follows, viz.: Dividends declared. 5 per cent on capital stock		8,500 #
Surplus for year ending September 30, 1889		\$1.00
Company I Vincenza Account	•	
General Income Account.	•	91,853 <b>E</b>
Surplus for year ending September 30, 1889. Surplus up to September 30, 1888. Dividends unpaid		8.14.5 5 5
Total surplus for year ending September 30, 1889		853.451 M
Analysis of Gross Earnings and Operati	ng Wyneses	
EARNINGS.	A my house	
From passengers		\$146, <b>89</b> ≤

Grand Street and Newtown.	801
OPERATING EXPENSES.	<b>A</b> . <b></b>
Sepairs of roadbed and track	\$4,756 77 1,322 66
tepairs of buildings and fixtures.  tepairs of cars and other vehicles.  tepairs of harness and stable equipment.	6,291 97
Sepairs of harness and stable equipment	1,249 97 4,452 88
forseshoeing lenewals of horses and nules rovender (including expense of grinding). lalaries of general officers and clerks.	5,962 75 21,978 47
Salaries of general officers and clerks.	5,077 00
Nages of conductors and drivers.  Nages of watchmen, starters, switchmen, roadmen, hostlers, etc	40,420 11 22,684 76
Aght and fuel	788 31 181 86
Water tax  )amage to persons and property eggl expenses.  devertising, printing and office expenses.	270 34 306 87
Advertising, printing and office expenses	725 18 1,092 19
nsurance	1,092 19
Sontingencies.  Sent of office and depot.	222 37
Total operating expenses.	
Total operating expenses	\$119,172 78
General Balance Sheet September 30, 1889.	
Assets.	**** *** **
Jost of road	\$339,767 74 84,012 15
Other permanent investments, as follows, viz.:	
Surplus horses	2,470 00
Current assets, as follows, viz.: Cash on hand	
Open accounts         108 48           Supplies on hand         5,943 06	
Supplies on hand	8,395 12
•	\$434,645 01
•	
Capital stock	
OBDIUM BUOK	\$170,000 00
Funded debt	\$170,000 00 200,000 00
Funded debt	200,000 00
Funded debt	200,000 00
Funded debt  Current liabilities, as follows, viz.:  Interest on funded debt due and accrued  Bills payable  5,800 00 Open accounts  392 07	200,000 00
Funded debt	200,000 00
Funded debt  Current liabilities, as follows, viz.:  Interest on funded debt due and accrued  Bills payable  5,800 00 Open accounts  392 07	200,000 00
Funded debt  Current liabilities, as follows, viz.:  Interest on funded debt due and accrued  Bills payable  5,800 00 Open accounts  392 07	200,000 00 11,192 07 53,452 94
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00 11,192 07 53,452 94
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00 11,192 07 53,452 94 \$434,645 01 Miles.
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued  Bills payable  5,000 00 Bills payable  5,000 00 Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows:  Single track, main line, from Kent avenue to Calvary cemetery  Single track, branch, from Humboldt street to Newtown,	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4 4.25
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued  Bills payable  5,000 00 Bills payable  5,000 00 Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows:  Single track, main line, from Kent avenue to Calvary cemetery  Single track, branch, from Humboldt street to Newtown,	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4 4.25
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  9434,645 01  Miles. 4 4.25  8.25
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued  Bills payable  5,000 00 Bills payable  5,000 00 Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows:  Single track, main line, from Kent avenue to Calvary cemetery  Single track, branch, from Humboldt street to Newtown,	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4 4.25  8.25 4.875
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  9434,645 01  Miles. 4 4.25 8.25 4.875 13.126
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4,25 8,25 4,875 13,126
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  9434,645 01  Miles. 4,25 8,25 4,875 13,126  45,50,60 lbs. 4 ft. 8% in. 38
Funded debt  Cisrent liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4,25 8,25 4,875 13,126
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4 4.25 8.25 4.875 13.125  45, 50, 60 lbs. 4 ft. 8¼ in. 38 39 269 28 min.
Funded debt  Cisrent liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4 4.25 8.25 4.875 13.125  45, 50, 60 lbs. 4 ft. 8% in. 38 269 28 min. 55 min.
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles.  4.25  8.25  4.875  13.125  45,50,60 lbs. 4 ft. 8% in. 33 39 28 min. 55 min.  Every 6 min.
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4,25 8,25 4,875 13,125  45,50,60 lbs. 4 ft. 8½ in. 33 9269 28 min. 55 min. Every 6 min. Every 6 min.
Funded debt  Current liabilities, as follows, viz.: Interest on funded debt due and accrued	200,000 00  11,192 07 53,452 94  \$434,645 01  Miles. 4,25 8,25 4,875 13,125  45,50,60 lbs. 4 ft. 8½ in. 33 9269 28 min. 55 min. Every 6 min. Every 6 min.

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Salaries, Wages, Etc., of Officers and Employees.

Officers, Bookkeeper, receivers and inspectors		nnual salary. 26,580 00	
OTHER EMPLOYERS.			
	Average number of hours on duty per day.	Wages per day.	
Conductors	11%	\$2 60 2 00 2 15	
Watchmen	. 12	1 75 1 50	
Roadmen	., 10	1 78 1 50	
Hostlers	9 12	1 75 3 00 1 00	
Total Officers of the Company.	•••••••••••••••••••••••••••••••••••••••	3	
Name. Title.  PETER WYCKOFF President  W. E. HORWILL Secretary and Tres  WALTER G. HOWEY Superintendent	Offici Brool surer Brool Brool	al Address, klyn, N. Y. klyn, N. Y. klyn, N. Y.	
Directors of the Company		• •	
Name.  Martin Joost. S. M. Merker. James Hall. WM. E. Horwill. Eckford Webb. John G. Jenkins. Peter Wyckoff. WM. B. Brockfield A. G. McDonald. WM. Marshall.		tlyn, N, Y. tlyn, N. Y. tlyn, N. Y. tlyn, N. Y. tlyn, N. Y. York city.	
Title of company, Grand Street and Newtown Railroad Address of general offices, 394 Kent avenue, Brooklyn. Date of close of fiscal year, September 30.  Date of stockholders' annual meeting, first Tuesday in For information concerning this report, address Grand in the content of the content			

#### GREENPOINT AND LORIMER STREET (Brooklyn).

#### LESSOR.

#### LESSEE - BROOKLYN CITY.

#### (Date of charter, November 6, 1884.)

For history of organization, see Report of 1885.
On the 1st day of August, 1889, this company leased its railroad and property to the Brooklyn City Railroad Company.
Lessee is to pay interest on debt and one per cent per annum on the capital stock, as rental.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

			No. of shares.	Par value.
Authorized by law or charter, issued or struction and now outstanding	••••	<b></b>	1,200	\$120,000
	DED DEBT.			
			interest.	
DESIGNATION OF LIEN.	When du	e.	When payable.	Amount author- ized.
First mortgage bonds	May 1, 19	p.	May & Nov	\$125,000
Cost of Road Total cost of road and equipment up to Se	-	-		\$245,000 00
General Balance Sh	•	nber	<b>3</b> 0, 18 <b>89.</b>	
Cost of road and equipment	SSETS.			\$245,000 00
Capital stock. Liai Funded debt	BILITIES.			\$120,000 00 125,000 00
				\$245,000 00

#### Officers and Directors of the Company.

Same as those of the Brooklyn City Railroad Company.

Title of company, Greenpoint and Lorimer Street Railroad Company. Address of general offices, 10 Fulton street, Brooklyn. Date of close of fiscal year, September 30. For information concerning this report, address H. M. Thompson, Secretary.

# HARLEM BRIDGE, MORRISANIA AND FORDHAM (New York city.

(Date of charter, May 2, 1968.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	CAPITAI	STO	OK.		
		No. o	of shares.	Par value.	Cash realisal on amount outstanding
Authorized by law or charte actual cash and now outstan	r, issued for		7,000	\$350,000	\$55,40
	Fundei	DEE	et.		
D		,	NTEREST.	Amount	Cash resized on
Designation of Lien.			When payable	outstanding.	amount outstand- ing.
Mortgaged bond extended for 30 years from Nov. 1, 1888, at five per cent interest	Nov. 1, 1888	p.c.	May & No	ov. \$77,00	0 \$77.0
	t of Road a			t.	<del></del>
Roa	D.			Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and r Real estate, buildings and fixt Account of construction of bra	railsures			*\$8,171 10 15,863 05	\$300,085 % 74,087 \$ 15,985 \$
Total cost of road	••••••	••••		\$7,691 95	\$390,594 R
Horses and harness				\$2,850 00 1,330 00 *1,960 52	\$48,739 B 10,700 F 3,609 P
Total cost of equipment					\$104,600 19
Grand total cost of road and equipment					
DETAILS OF ADDI Amount paid on account of cor Two cars, \$1,800, less material in Nineteen horses, at \$150	struction of lor one, \$320	Westo	hester Av	enue branch	\$15,865 5
Less depreciation of wagons, a Amount received from the city for land taken for the Croton	of New York	, beir	ig an awa	rd	
Total		• • • • • •	••••••	•••••	\$10,711 u
	*Deci	9889	·		

Decrease.

HARLEM BRIDGE, MORRISANIA AND FORDHAM.	805
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$169,032 61 156,406 44
Net earnings from operation	\$18,626 17
Income from other sources, as follows, viz.: Rents \$560 00 Advertising 187 50 Interest 41 55	
·	779 05
Gross income from all sources.	\$14,405 22
Deductions from income, as follows, viz.: Taxes on property used in operation of road.  Taxes on earnings and capital stock	13,747 60
Surplus for year ending September 30, 1889	\$657 62
=======================================	
General Income Account.	
Surplus for year ending September 30, 1889	\$657 62 82,966 78
Total surplus September 30, 1889	\$88,624 40
, <del>-</del>	
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers. Mail service.	\$168,483 21 549 40
Total gross earnings	\$169,082 61
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding). Salaries of general officers and clerks and office expenses. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and stationery Insurance Removal of snow and ice. Oil and waste Rent of rooms Sprinkling track Detectives Incidentals Total operating expenses.	\$7.859 54 1.054 18 7,281 58 3,269 29 4.655 18 8,807 50 26,374 68 12,915 90 44,943 34 26,933 35 927 22 130 80 2,332 90 4,029 57 274 71 2,125 95 441 14 152 64 1,192 71 130 00 282 40 271 86
<del>-</del>	
General Balance Sheet September 30, 1889;	
Cost of road	\$390,594 54
Cost of equipment.	104,480 00
Current assets, as follows:       \$3,000 38         Cash on hand	
	15,549 86
	\$510,624 40

Liabilities.	2052. ma
plus)	17,69
	\$510,65
Characteristics of Road, Equipment, Etc.	
owned by company, as follows:	<b>Y</b> S
line, from Harlem to Fordham	i
ch, from Third avenue to Prospect avenue	1
single track on main line and branchesain line and branches	- 1
all tracks and sidings owned	1
yard	42 to 00
ъ	
ing trip one way, through	Every
ting trip one way, through usiness hours seenger gers carried in cars during year, estimated f employees (including officials), during year, about	3,13
i employees (morating omorals), during year, acces	
laries, Wages, Etc., of Officers and Employees.	
OFFICERS AND CLERKS.  tendent, secretary and treasurer	
OFFICERS AND CLERES.  tendent, secretary and treasurer	Annual sale ga 1. Wagos p
OFFICERS AND CLERES.  tendent, secretary and treasurer.  OTHER EMPLOYEES.  Average	1
OFFICIERS AND CLERES.  tendent, secretary and treasurer.  OTHER EMPLOYEES.  Average number of hours on duty per day.	Wages p
OFFICERS AND CLERES.  tendent, secretary and treasurer.  CTHER EMPLOYEES.  Average number of hours on duty per day.  12 12	Wages p
OFFICERS AND CLERES.  tendent, secretary and treasurer.  CTHER EMPLOYEES.  Average number of hours on duty per day.  12 12	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  CTHER EMPLOYEES.  Average number of hours on duty per day.  12 12	Wagos p
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Solution of the control	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Solution of the control	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Solution of the control	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Solution of the control	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Average number of hours on duty per day.  12 12 12 12 13 10 19 19 19 19 19 19 19 19 19 19 19 19 19	Wages P day.
OFFICERS AND CLERES.  tendent, secretary and treasurer ks  OTHER EMPLOYEES.  Average number of hours on duty per day.  12 12 12 12 12 10 10 9 10 10 19	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer.  Average number of hours on duty per day.  12 13 14 19 19 19 19 19 19 19 19 19 19 19 19 19	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer ks  OTHER EMPLOYEES.  Average number of hours on duty per day.  12 12 12 12 12 10 10 9 10 10 19	Wages p day.
OFFICERS AND CLERES.  tendent, secretary and treasurer ks  OTHER EMPLOYEES.  Average number of hours on duty per day.  12 12 12 12 19 10 10 9 10 10 10 10 10 10 10 10 10 10 10 10 10	98 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
OFFICERS AND CLERES.  tendent, secretary and treasurer ks  OTHER EMPLOYEES.  Average number of hours on duty per day.  12 12 12 12 19 10 10 10 10 19 9 10 ACCIDENTS, 1 ger or employee injured	Wages P (lay.

# HARLEM BRIDGE, MORRISANIA AND FORDHAM.

Directors of the Company.	
Name.	Residence.
WM. REMBEN	New York city.
WM. CAULDWELL	New York city.
Horace P. Whitney	New York city.
MATTHEW B. WYNKOOP	New York city.
ALBERT B. WHITNEY	New York city.
JOHN I. HALLENBECK	Montelair, N. J.
ELIJAH WHITNEY	New York city.
Henry Spratley	New York city.
EDWIN BEDELL	New York city.
G. Nelson Whitney	New York city.
HENRY HART	New York city.
John B. Haskin	New York city.
Edwin I. Hart	New York city.

Title of company, Harlem Bridge, Morrisania and Fordham Railroad Company. General offices at Third avenue, near One Hundred and Seventieth street, New York

Date of close of fiscal year, April 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address Henry Spratley, President.

#### HERKIMER AND MOHAWK.

(Date of charter, March 3, 1871.)

#### Capital Stock.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	800 680	\$20,000 17,000	\$17,000
Cost of Road as  Roadbed, superstructure and rails	AD.	T	otal cost up to Sept. 30, 1889.
Equip Wagons, trucks, snow plows, sleighs			. 2,000 00
Grand total cost of road and equipment			
Income Account for Year E	Ending Septer	nber 30, 188	9.
Gross earnings from operationLess operating expenses (excluding all taxe	es)		. \$5,998 14 . 2,998 90
Gross income from all sources	• • • • • • • • • • • • • • • • • • • •		. \$2,999 24
Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock	1	\$217 5 72 5 50 0	6 4 0 - 340 10
Net income from all sources			. \$2,659 14
Payments from net income, as follows, viz.: Dividends declared, 8 per cent on capital sto	eķ	••••••	• • • • • • • • • • • • • • • • • • • •
Surplus for year ending September 30, 18	89		. \$1,299 14

#### General Income Account.

General Income Account.	
Surplus for year ending September 30, 1889	\$1,299 14 1,241 43
Total surplus September 30, 1889	\$2,540 57
Analysis of Gross Earnings and Operating Expenses	•
Earnings.	
From passengers.	\$5,818 14 175 00
Total gross earnings	\$5,993 14
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of cars and other vehicles Selaries of general officers and clerks Wages of conductors and drivers Light and fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies. Towing cars by contract	\$113 47 502 85 25 00 724 25 33 50 5 00 6 00 61 80 11 20 1,450 00
Total operating expenses.	
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$15,000 00 2,000 00
Current assets, as follows, viz.: Cash on hand	2,540 57
	\$19,540 57
Tvanyarana	
Capital stock	\$17,000 00 2,540 57
	\$19,540 57
Characteristics of Road, Equipment, Etc.	
· ·	
Single track, main line, from Herkimer to Mohawk. Weight of rails per yard. Gauge of track. Number of box cars.	1.30 miles. 25 lbs. 4 ft. 8½ in.
Open car Cars run each hour from Rate of fare per passenger Number of passengers carried in cars during year Average number of employees during year	1 A. M. to 10 P. M. 5 and 10 cents.
Officers of the Company.	
	4.2.2
H. D. ALEXANDER President, Treas. and Superintendent Mohaw E. L. Prince Secretary	Address. vk. N. Y. vk. N. Y.
Directors of the Company.	
Name.  H. D. ALEXANDEB Mohav JOHN V. QUACKENBUSH Mohav JACOB DIEFENDORF Mohav CLINTON BECKWITH Herki CORNELIA CHURCHILL Little HENRY DEIMEL Herki CORDELIA CHURCHILL LITTLE LITTLE LITTLE LITTLE LITTLE LITTLE LITTLE LITTLE	Residence. vk. N. Y. vk. N. Y. vk. N. Y. mer, N. Y. Falls, N. Y. ner, N. Y.

#### HERRIMER AND MOHAWK.

Title of company, Herkimer and Mohawk Street Railroad Company.
Address of general offices, Mohawk, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting. first Monday in January.
For information concerning this report, address H. D. Alexander, President.

# HOUSTON, WEST STREET AND PAVONIA FERRY (New York city).

(Date of charter, June 3, 1874.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of purchase of Avenue C railroad and now outstanding	2,500	\$250,000

#### FUNDED DEBT.

			INTEREST.	Amount
Designation of Lien.	When due.		When payable.	outstand- ing.
First mortgage	July 1, 1894	p.c. 7	Jan. & July	\$500,000

Cost of Road and Equipment.	
Road.  Roadbed, superstructure, rails and right of way	Total cost up to Sept. 30, 1889. \$297,598 882,402
Total cost of road	\$680,000
Equipment.	
Horses and harness Cars, wagons, trucks, snow plows, sleighs	\$60,000 60,000
Total cost of equipment	\$120,000
Grand total cost of road and equipment	\$750,000
Income Account for Year Ending September 30, 188	19.
Gross earnings from operation.  Less operating expenses (excluding all taxes).	\$231,514 75 183,880 64
Net earnings from operation	\$48,134 11
Income from other sources, as follows, viz.:   Rent	26
Gross income from all sources	18,225 26

# 810 REPORT OF THE RAILROAD COMMISSIONERS.

Deductions from income, as follows, viz.: Taxes on property used in operation of road	
AND THE COLUMN TO THE WAY AND AND AND AND AND AND AND AND AND AND	\$13,66 \$
Net income from all sources	g;,m g
Payments from net income, as follows, viz.: For account new cars	12,500 (6
Surplus for year ending September 30, 1889	5.6 p
General Income Account.	1
Surplus for year ending September 30, 1889	13.45 13.45 14.45
Total surplus September 30, 1889	
Total surplus september 20, 1000	31.35,771
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers.	F 143, 1209
OPERATING EXPENSES.	
Repairs of roadbed and track  Repairs of buildings and fixtures	#,01€ 1,60€
Repairs of cars and other vehicles	1,55 E
Horseshoeing	5,61.8
Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks	7,800 5,304
Salaries of general officers and clerks	
Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel	33,785
Water tax	
Water tax Damages to persons and property. Legal expenses Advertising, printing and office expenses	5.000 5,500
Advertising, printing and office expenses Insurance	1,0
Kemoval of snow and ice	48 H 4,16 S
Rent of tracks Detective service Railroad Commissioners' report.	1,00 2
Loss counteriest com	75
Register equipment	( i. )# 5
Contingencies	me
Total operating expenses	\$10,30 t
General Balance Sheet September 30, 1889.	
Anomen	
Cost of road	9630,000 à 130,000 à
Other permanent investments, as follows, viz.: Money on loans and bonds owned	116,999 8
Current assets, as follows, viz.:	
Cash in hand         \$20,792 \$7           Open accounts         4,047 \$8	24,240 %
	901,730 3
-	
Capital stock	\$260,000 B
Funded debt. Interest on funded debt, due and accrued	500,000 M 8,750 M
Profit and loss (surplus)	123,777 2
	\$601.75 9

#### Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows: lingle track, main line, from Forty-second street to Chambers Street ferry, lingle track, branch, from Avenue C to Tenth Street ferry	Miles. 8.5386 .2758
Total length of single track on main line and branch	3.8139 8.7944 .4072
Total length of all tracks and sidings owned	8.0155
Weight of rails per yard	60 lbs. 4 ft. 8% in. 45
Iorses	343 58 min. y 2 to 6 min. 5 cents.
Cash fares	4,830,295 504,928 175

#### Salaries, Wages, Etc., of Officers and Employees.

Officers and Clerks.	Annual salary.
President, treasurer, secretary, superintendent and five clerks	\$14,356 50

#### OTHER EMPLOYEES.

•	Average number of hours on duty per day.	Wages per day.
Conductors	*11%	\$2 00
Drivers Starters Watchmen	8 to 10	2 00 \$2 25 to 2 50 1 67 to 2 00
Trackmen Hostlers	.l 10 i	1 50 to 2 50 1 75
Mechanics	10	2 50 to 8 25

#### ACCIDENTS.

Other than passengers or employees, injured .....

#### Officers of the Company.

Name	Title	Official Address.
Daniel S. Lamont	President	New York city.
HIRAM W. EDES	Superintendent	Brooklyn, N. Y.

	Directors of the Company.	
Name.	•	Residence.
DANIEL S. LAMONT		New York city.
HENBY THOMPSON		New York city.
THOMAS F. BYAN	***************************************	New York city.
D. B. HASBROUCK	***************************************	Brooklyn, N. Y.
C, E, WARREN		Brooklyn, N. Y.
W. L. ELKINS		Philadelphia, Pa.
P. A. H. WIDENER	•	Philadelphia. Pa.

Title of company, Houston, West Street and Pavonia Ferry Railroad Company.
Address of general offices, 415 East Tenth street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address Houston, West Street and Pavonia Ferry Railroad Company.

# ITHACA. '

(Date of charter, November 18, 1884.)

#### · \*Capital Stock and Funded Debt.

CAPITAL STOCK.

			No. of shares.	Par value
Authorized by law or charter, issuestruction and now outstanding	ied on account o	of cor	260	<b>\$5</b> ,
	FUNDED DEBT.			
		1	INTEREST.	Amosi
Designation of Lien.	When due.	Rate.	When payable.	oustan
Bond and mortgage	July 1, 1907	p. c.	January and Ju	ly 830.
† Cost of	Road and Equ	ipm		
	ROAD.			tal cost up lept. 32, 135
Road built by contract	• • • • • • • • • • • • • • • • • • • •	• • • • •		\$30,00
Total cost of equipment	EQUIPMENT.			I 915,00
Grand total cost of road and ed				+ \$15,00 945,00
Grand total cost of road and eq	mibment	•••••	=	
Income Account fo	r Year Ending	Sept	ember 30, 1889.	
Gross earnings from operation Less operating expenses (excludin	g all taxes)		•••••••	\$6,481 4,673
Gross income from all sources.			••••••	961
Deductions from income, as follows: Taxes on property used in operation	n of road		\$84 41	
			38 39	
Taxes on earnings and capital stoc Interest on funded debt due and a	k crued	• • • • • •	1,200 00	
Taxes on earnings and capital stoc Interest on funded debt due and ac				1,32
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi				1,32
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi		:		1,32
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi	per 30, 1889	unt.	-	\$600
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi Genera Deficit for year ending September :	per 30, 1889 al Income Acco 30, 1889	unt.		9666 9566
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi General Deficit for year ending September 30, 1888	per 30, 1889 al Income Acco 10, 1889	 unt.		\$666 664 \$1,189
Taxes on earnings and capital stoc Interest on funded debt due and a Deficit for year ending Septemi General Deficit fer year ending September 30, 1888 Deficit September 30, 1889	per 30, 1889 al Income Acco 10, 1889	 unt.		1,322 9865 9865 684 \$1,189

<sup>\*</sup> These figures are made from former reports and not from any knowledge possessed by present officers of the road, who came into control of same in 1888.

† Cost of road and equipment to January 3, 1888, made from former reports.

† Car and motor bought 1889, not charged to contract account.

OPERATING EXPENSE	A.	
lepairs of roadbed and track		. \$80 19
tenairs of cars and other vehicles		684 07
tenewals of horses and mules		1,866 77 2,017 51
tenewals of horses and mules		2,017 51 28 08
Agnt and Iuel	• • • • • • • • • • • • • • • • • • • •	. 23 03
nangance		14 40
temoval of snow and ice	• • • • • • • • • • • • • • • • • • • •	80 82 9 60
Aght and fuel Advertising, printing and office expenses nsurance temoval of snow and ice. kontingencies		. 2 60
Total operating expenses	• • • • • • • • • • • • • • • • • • • •	. \$4,678 34
General Balance Sheet Septer	mber 30, 1889.	
Assets.	•	
lost of road		. \$30,000 00
Profit and loss (deficiency)	• • • • • • • • • • • • • • • • • • • •	15,000 00 1,189 34
		\$46,189 84
Liabilities.		
Capital stock Funded debt Interest on funded debt due and accrued	••••	\$25,000 00
Funded debt	• • • • • • • • • • • • • • • • • • •	20,000 00 1,189 34
Interest on funded dept due and accrued	• • • • • • • • • • • • • • • • • • • •	1,189 34
•		\$46,189 34
Characteristics of Road, Equ	inment Etc.	
· -		
Single track, main line, from Geneva, Ithaca and Say _Ithaca hotel	re Railroad depot t	0
Weight of rails per yard	••••	. 1 mile. 30 lbs.
(lange of track		4 ## 8½ in
Number of closed cars	•••••	. 3
Schedule time making trip one way		
Cami win	• • • • • • • • • • • • • • • • • • • •	. 10 min.
Number of closed cars Schedule time making trip one way Cars run. Bate of fare per passenger	• • • • • • • • • • • • • • • • • • • •	. Every 10 min.
Cars run Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) du	uring year	10 min. Every 10 min. 5 cents. 109,822
Cars run. Rate of fare per passenger Number of passengers carried in cars during year. Average number of employees (including officials) du Wages, Etc., of Employees	uring year	10 min. Every 10 min. 5 cents. 109,822
Number of passenger carried in cars during year Average number of employees (including officials) du	oyees.	10 min. Every 10 min. 5 cents. 109,822
Number of passenger carried in cars during year Average number of employees (including officials) du	uring year	109,822 6
Number of passenger carried in cars during year Average number of employees (including officials) di  Wages, Etc., of Empl	Average number of hours on dut per day.	Wages per day.
Number of passenger carried in cars during year Average number of employees (including officials) du	Average number of hours on dut per day.	Wages per day.
Number of passenger carried in cars during year Average number of employees (including officials) di  Wages, Etc., of Empl	Average number of hours on dut per day.	Wages per day.
Number of passenger carried in cars during year. Average number of employees (including officials) di  Wages, Etc., of Employees.  Drivers	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passenger carried in cars during year Average number of employees (including officials) di  Wages, Etc., of Empl	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year. Average number of employees (including officials) di  Wages, Etc., of Empl  Drivers.  RECAPITULATION OF ACCI  Other than employee or passenger, injured	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year  Average number of employees (including officials) di  Wages, Etc., of Employees.  Drivers.  RECAPITULATION OF ACCION Control of the Comp.  Name.  Title.	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year  Average number of employees (including officials) di  Wages, Etc., of Employees.  Drivers.  RECAPITULATION OF ACCION Control of the Comp.  Name.  Title.	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Employees.  Drivers.  RECAPITULATION OF ACCI Other than employee or passenger, injured	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Employees, Etc., of Emplo	Average number of hours on dut per day.	Wages per day.  \$1.25 to \$1,75
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Empl  Wages, Etc., of Empl  Privers.  Other than employee or passenger, injured	Average number of hours on dut per day.  Grany.  Residence.	Wages per day.  \$1.25 to \$1,75  1  Stoial Address. Ithaca, N. Y. (th
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Empl  Wages, Etc., of Empl  Privers.  Other than employee or passenger, injured	Average number of hours on dut per day.  Grany.  Residence.	Wages per day.  \$1.25 to \$1,75  1  Stoial Address. Ithaca, N. Y. (th
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Empl  Wages, Etc., of Empl  Privers.  Other than employee or passenger, injured	Average number of hours on dut per day.  Grany.  Residence.	Wages per day.  \$1.25 to \$1,75  1  Stoial Address. Ithaca, N. Y. (th
Number of passengers carried in cars during year Average number of employees (including officials) di  Wages, Etc., of Employe	Average number of hours on dut per day.  DENTS.  Residence.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.	Wages per day.  \$1.25 to \$1.75  1  Sicial Address. Ithaca, N. Y. Ithaca, N. Y. Ithaca, N. Y.
Number of passengers carried in cars during year.  Average number of employees (including officials) di  Wages, Etc., of Employees, Etc., of Emplo	Average number of hours on dut per day.  DENTS.  Residence.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.  Ithaca, N. Y.	Wages per day.  \$1.25 to \$1.75  1  Sicial Address. Ithaca, N. Y. Ithaca, N. Y. Ithaca, N. Y.

Title of company, Ithaca Street Bailway Company.
Address of general offices, Ithaca, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, third Monday in November.
For information concerning this report, address D. W. Burdick, President.

#### JAMAICA AND BROOKLYN.

The Jamaica and Brooklyn Road Company is a consolidation of the Jamaica, Woodhaven and Brooklyn Railway Company and the Jamaica and Brooklyn Plankroad Company, under act of April 9, 1879, chapter 186, Laws of 1879 of the State of New York. The certificate of such consolidation was filed in the office of the Secretary of State on the 22d day of March, 1889.

Under date of September 4, 1889, the Jamaica and Brooklyn Road Company acquired all the property formerly owned by the Long Island Electric Company, and also the lease under which the Long Island Electric Company, or parties on its behalf, had theretofore operated the line of railway of the Jamaica and Brooklyn Road Company, so that said line of railway and all rights relating thereto became the property of the Jamaica and Brooklyn Road Company.

Prior to October 31, 1889, the capital stock had consisted of two classes, viz.: 5.808 shares common stock at twenty dollars per share.

The preferred had represented specially the earnings of the plankroad, and the common had represented specially the revenues from the railway.

Under date of October 31, 1889, and in pursuance of action taken that day by the board of directors and approved by every stockholder of the company and in accordance with the statutes made and provided, the board declared by a vote of more than two-thirds of their number, that it was for the interest of the corporation to exchange such preferred stock for common stock, and ordered that in compliance with the request of the preferred stockholders all certificates should thereafter be consolidated into one class of stock, which should be the only stock of the corporation, and this has been carried out. carried out.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK

	TTAL STOCK.			
		1	No. of shares.	Par value.
Authorized by law or charter			9,874	\$197,480
• F0	NDED DEBT.			
DESIGNATION OF LIEN.			INTEREST.	Amount
	When due.	Rate.	When payable.	outstand- ing.
First mortgage	Jan. 1, 1930	p. c. 5	Jan. & July	\$325,000
Coa Total cost of road up to September 30, 1	st of Road.			9522,480 00
Income Account for Yes				
Gross earnings from operation Operating expenses (excluding all taxe	s)			\$21,809 97 27,261 13
Net loss from operation				\$5,471 16

<sup>\*</sup>Issued partly for property of Long Island Electric Company and to pay off certain liens thereon and partly for cash.

Income from other sources, as follows, viz.:  Rentals	)
10 W	\$8,785 50
Gross deficiency from all sources	\$1,685 66
Deductions from income, as follows, viz.: Taxes on property used in operation of road	869 56
Net deficiency from all sources	\$2,555 22
Payments from net income, as follows, viz.: Dividends declared on capital stock	4,681 68
Deficit for year ending September 30, 1889	\$7,186 90
Analysis of Gross Earnings and Operating Expenses	•
Earnings.	
From passengers. Toll gate	\$11,524 45 10,285 52
Total gross earnings.	\$21,809 97
OPERATING EXPENSES.	
Repairs of roadbed and track, repairs of buildings and fixtures, repairs of cars and other vehicles, repairs of harness and stable equipment, horse-shoeing, renewals of horses and mules, provender (including expense of grinding), salaries of general officers and clerks.  Wages of conductors and drivers and wages of electricians, watchmen, starters, switchmen, roadmen, hostlers, etc.  Light and fuel.  Legal expenses.  Advertising, printing and office expenses  Insurance.  Contingencies	
Total operating expenses	\$27,281 13
General Balance Sheet September 30, 1889. Assets.	
Cost of road and equipment	\$522,480 00
Current assets, as follows, viz.: Cash on hand	1,886 35
	\$524,366 35
•	
LIARILITIES	
Capital stock. Funded debt Profit and loss (surplus)	\$197,480 00 325,000 00 1,886 35
Capital stock. Funded debt Profit and loss (surplus)	325,000 00
Capital stock Funded debt Profit and loss (surplus)	325,000 00 1,886 35
Capital stock Funded debt Profit and loss (surplus)  Characteristics of Road and Equipment.	325,000 00 1,896 35 \$524,866 35 Miles. 6.8 3
Capital stock Funded debt Profit and loss (surplus)  Characteristics of Read and Equipment.  Length of railway owned by company, as follows: Single track, main line, from East New York to Jamaica Second track on main line Sidings on main line	325,000 00 1,886 35 \$524,866 35 Miles. 6.8 3
Capital stock Funded debt Profit and loss (surplus)  Characteristics of Road and Equipment.	325,000 00 1,886 35 \$524,866 35 Miles. 6.8 3
Capital stock Funded debt Profit and loss (surplus)  Characteristics of Read and Equipment.  Length of railway owned by company, as follows: Single track, main line, from East New York to Jamaica Second track on main line Sidings on main line	325,000 00 1,886 35 \$524,866 35  Miles. 6.8 3 .25 9.55  47 lbs. 4 ft. 8% in. 8 4 45 min. Every 20 min.

### Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	12½ 12 12	12 12 12 13
Switchmen Roadmen Hostlers Engineers of plant General repairer	16 10 12	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

	Officers of the Co	mpany.	
Name.	Title.	Officia	l Address,
Samuel Spences	President	23 Wall s	treet. New York.
C. T. CHRISTANSON	Secretary	23 Wall a	treet, New York.
Wm. T. Litson	Superintendent	Jamaica	vay, New 10rk. , L. L. N. Y.
	Dimentary of the C		
Name.	Directors of the C	ompany.	Residence.
C. H. Coster H. Schermerhorn, Jr		• • • • • • • • • • • • • • • • • • • •	
H. SCHERMERHORN, Jr	• • • • • • • • • • • • • • • • • • • •	•••••	
E. P. Bromley Walter B. Horn			
JOHN LINDLEY			
J. G. FANSHAWE	••••••••		
Title of company, Jamaic	a and Brooklyn Road	Company.	
Address of general offices	, Jamaica, N. Y.	•	
Date of close of fiscal year For information concern	r, september 30. ing this report, addre	ss Wm. T. Litson	Tropontor 1 Res
way, New York city.		o T. DICOLL,	A LOGOWICE, I DIVE

#### JAMESTOWN.

(Date of charter, October 18, 1883.)

### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstandirs.
Authorized by law or charter, issued for actual cash and now outstanding	2,000	\$100,000	\$24.98
FUNDE	о Dest.		

			INTEREST.	Amount	Cash
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.	on amoust outstand- ing.
First mortgage bonds	July 1, 1891	p.c. 6	Jan. & July	\$25,000	100,862

<sup>\*</sup>Per week.

# JAMESTOWN.

### Cost of Road and Equipment.

ROAD.	Additions determent during yes ending Ser 30, 1889.	ts	Total cost of road and equipment up to Sept. 30, 1889.
Road bed, superstructure and rails.	\$255	51	\$29,385 8
Real estate Buildings and fixtures. Interest and discount charged to construction	14	09	3,000 ( 3,265 ( 1,221 (
Total cost of road	\$269		\$36,872 9
EQUIPMENT.			\$5,222 7
Horses Harness	\$4 (	50	584 2
Cars'	86	13	8,482 1
Wagons, trucks, snow plows, sleighs	172	16	245 1
Total cost of equipment	\$262	79	\$14,584 8
Grand total cost of road and equipment	\$532	39	\$51,407 8
•			
Income Account for Year Ending Septe Gross earnings from operation	mber 30, 1	1881	\$592 8 \$10,899 1 7,858 0
2000	mber 30, 1		\$10,899 1
Income Account for Year Ending Septe Gross earnings from operation	mber 30, 1		\$10,899 1 7,858 0 \$2,541 1
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz. Advertising Buss rental	#257 #257 #267	L889	\$10,399 1 7,858 0 \$2,541 1
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Advertising.	**************************************	1889 1889 1 50 3 00 1 65 0 01 3 19	\$10,399 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz. Advertising Buss rental.  Gross income from all sources.  Deductions from income, as follows, viz. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued	\$287 \$282 18 \$287 90 1,500	1 50 3 00 65 0 01 6 19 9 0 00	\$10,899 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation	\$287 \$282 18 \$287 90 1,500	1 50 3 00 65 0 01 6 19 9 0 00	\$10,399 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz. Advertising Buss rental.  Gross income from all sources.  Deductions from income, as follows, viz. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued	\$287 \$282 18 \$287 90 1,500	1 50 3 00 65 0 01 6 19 9 0 00	\$10,899 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Advertising Buss rental.  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued  Surplus for year ending September 30, 1899	\$287 18 \$287 18 \$287 \$0 15 \$1,500	65 001 000	\$10,899 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Advertising Buss rental.  Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued  Surplus for year ending September 30, 1889 General Income Account.	\$287 18 	65 00 00 00 00 00 00 00 00 00 00 00 00 00	\$10,899 1 7,858 0 \$2,541 1 250 5 \$2,791 6
Income Account for Year Ending Septe Gross earnings from operation	\$237 18 \$237 18 \$287 90 1,500	65 19 00	\$10,899 1 7,858 0 \$2,841 1 250 5 \$2,791 6 1,892 8 \$898 7 229 4
Income Account for Year Ending Septe Gross earnings from operation	\$287 18 	65 100 00 00 00 00 00 00 00 00 00 00 00 00	\$10,899 1 7,858 0 \$2,841 1  250 5 \$2,791 6  1,892 8 \$898 7  229 4 \$1,128 2 19 2 \$1,108 9 112 2
Income Account for Year Ending Septe Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.: Advertising Buss rental  Gross income from all sources.  Deductions from income. as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock. Taxes other than above. Interest on funded debt due and accrued.  Surplus for year ending September 30, 1889 General Income Account. Surplus for year ending September 30, 1889 Burplus up to September 30, 1889 Burplus up to September 30, 1889 Deduct loss on sale of horses	\$237 18 	65 00 01 00 00 00 00 00 00 00 00 00 00 00	\$10,899 1 7,858 0 \$2,541 1  250 5 \$2,791 6  1,892 8 \$898 7  229 4  \$1,128 2 19 2 \$1,108 9 112 2 \$1,221 1

OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, Hostlers, etc Light and fuel Water tax Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Doctoring horses Washing Royalty Interest and discount	2.118 E 500 E 1.651
Total operating expenses.	\$7,884 \$
General Balance Sheet September 30, 1889.	
Cost of road	\$36.677 % 14,534 % 1# 94
Churrent assets, as follows, viz.:         \$426 47           Cash on hand         216 55           Bills receivable         216 55           *Open accounts         75,789 00           Supplies on hand         709 43	π, <b>::::6</b>
	\$126,689 \$
	\$1.00,000 B
Liabilities.	
Capital stock.	\$100.000 8 25,000 8
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued. Bills payable. Open accounts Profit and loss.	255 40 19 981 12 209, 1 17 122, 1
•	\$136.680 3
Observation of Book Westerness Wit-	
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows: Single track, main line, from fair grounds to Sherman House, via Allen	Miles.
street Single track, branch, from Second street to West side of bridge	8.53 88.
Total length of single track on main line and branch	78. S 522. 582.
Total length of all tracks and sidings owned	4 65
Weight of rails per yard Gauge of track Number of box cars Upen cars Horses and mules Schedule time making trip one way Cars run	30 to 42 lbs. 4 ft. 8% in. 5
Cars run	Every 36 min.
Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials), during year	. 6 (1921). 367,781

<sup>\*</sup>Of this amount, \$75,050.00 is due for capital stock not assessed.

#### JAMESTOWN.

# Salaries, Wages, Etc., of Officers and Employees. OFFICERS. Annual salary. General officers..... OTHER EMPLOYEES. Average number of hours on duty per day. Wages per day. Conductors ..... \$1 50 Hostlers.... 12 1 50 Officers of the Company, Title. Official Address. Name. James B. Ross President Jamestown, N. Y. W. S. Cameron Secretary Jamestown, N. Y. A. N. Beoldhead Treasurer Jamestown, N. Y. Gro. E. Maltey Superintendent Jamestown, N. Y. Directors of the Company. Name. Residence. Title of company, Jamestown Street Railway Company. Address of general offices, Jamestown, N. Y. Date of close of fiscal year, September 30 Date of stockholders' annual meeting, third Monday in October. For information concerning this report, address Geo. E. Maitby, Superintendent. JEROME PARK. (Date of charter, April 26, 1880.) Capital Stock and Funded Debt. CAPITAL STOCK. No. of shares. Par value. \*Authorized by law or charter..... 500 \$50,000 FUNDED DEBT. INTEREST. Amount DESIGNATION OF LIEN. When due. Rate. outstanding. When payable. D.C. 1890 May and Nov. \$100,000

<sup>\*</sup> Eight per cent, \$4,000, paid in.

<sup>†</sup> Road was built for the bonds.

#### Cost of Road and Equipment

Cost of Road and Equipment	•	
•	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$11,305 70	\$119,064 00
Total cost of road September 30, 1889	\$11,305 70	\$130,369 7
EQUIPMENT.	<u></u>	
Service furnished by the New York Central and Hudson Ri	ver Railroad	Company.
Income Account for Year Ending Septem	iber 30, 1889	
Gross earnings from operation		\$11,478 90 198 00
Gross income from all sources		\$11,278 80
Deductions from income, as follows, viz.:  City taxes and arrears  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Interest on funded debt due and accrued.	. 57 38	
Interest on funded debt due and accrued	6,000 00	7,550 11
Net income from all sources		\$3,728 69
Payments from net income, as follows, viz.:		
Roadbed, superstructure and rails		*11,305 74
Deficit for year ending September 30, 1889	· · · · · · · · · · · · · · · · · · ·	\$7,577 05
Analysis of Gross Earnings and Operatize	ng Expenses	•
Earnings.		
From passengers		\$11,476 89
Operating Expenses.		
Advertising, printing and office expenses.	•••••	† \$198 00
Characteristics of Road, Equipmen	t, Etc.	
Length of railway owned by company, as follows:	•	Miles.
Single track, main line, from Jerome Park station to Jerome Sidings on main line	Park	1.08
Total length of all tracks and sidings owned	············	1.67
Weight of rails per yard Gauge of track Rate of fare per passenger Number of passengers carried in cars during year		50 to 56 lbs. 4 ft. 8½ in. 10 cents 114,768

<sup>\*</sup>This income account is printed as reported; it is presumed, however, that the whole or the greater part of the \$11,305.74 is properly chargeable to operating expenses under repairs of roadbed and track, rather than to construction, as reported by the company. The entire report may be said to be defective.—R. R. Commissioners.

†Only item reported.—R. R. Commissioners.

### JEROME PARK.

#### Officers of the Company.

Name.	Title.	Official Address.
WM. A. DUER	President	New York city.
F. A. LOVECRAFT	Secretary	New York city.
THEODORE MOSS	Treasurer	New lork city.
	Directors of Company.	
Name.		Residence.
WM. A. DUER		New York city.
JOHN HUNTER		New York city.
C. F. BAUERDORF	•••••••	New York city.
THEODOBE MOSS	••••••	New York city.
W W MOVIERANT	••••	New York City.
C. F. MARTIN		Newark, N. J.
litle of company, The Je	rome Park Railway Company.	
Address of general offices	, Fifth avenue and Twenty-fifth s	treet, New York city.

# JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

#### LESSOR.

#### LESSEES - MESSES, STOLLER AND VAN SICKLER.

(Date of charter, November 12, 1878.)

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

***************************************	; ·.			
	common.		Cash realized	
	No. of shares.	Par value.	on amount outstanding.	
Authorized by law or charter	500	\$50,000		
Issued for actual cash	400 100	\$40,000 10,000	\$40,000	
Total now outstanding	500	\$50,000	\$40,000	

#### FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	interest.	Amount outstand-ing.	Cash realized on amount outstand- ing.
Bonds	1889	p.c. 5 January 1	\$1,000	\$1,000

#### Cost of Road and Equipment.

Road.	Total cost up to Sept. 30, 1889.
Roadbed, superstructure and rails	. 631 50
Total cost of road.	

EQUIPMENT.	
Horses	12 (12) 12 (12)
Cars	2,746 6
·	46.6
Total cost of equipment	\$5,735 @
Grand total cost of road and equipment	\$60,123 \$
Income Account for Year Ending September 30, 1889.	
_ Income from all sources, as follows, viz.:	
Rent of roadOld iron sold	\$4,600 E
Total	\$4,008 1
Deductions from income, as follows, viz.:  Taxes on property used in operation of road	
Taxes on earnings and capital stock       144 83         Interest on funded debt due and accrued       50 00         Insurance       40 00         Sundries       106 45	•
Interest on runded debt due and accrued	
Sundries 105 45	773 1
Net income from all sources	\$3,220 H
Payments from net income, as follows, viz.: Dividends declared, 5 per cent on capital stock	2,800 (
	\$79 1
Surplus for year ending September 30, 1889	9.07 A
General Income Account.	
Surplus for year ending September 30, 1889	\$739 S 561 S
Surplus up to September 30, 1888	
here inserted	ST 18
Total surplus September 30, 1889	\$1,856 7
General Balance Speet September 30, 1889,	
Assets.	
Cost of road	\$44,428 # 5.7% @
Cost of road	5,735 G 2,201 T
Cost of road	5,735 G 2,204 T 57 S
Cost of road	5,735 G 2,201 T
Cost of road Cost of equipment. Cash on hand Accrued interest.  LIABILITIES.	5,73 0 2,204 7 57 8 852,396 11
Cost of road. Cost of equipment. Cash on hand. Accrued interest.  LIABILITIES.  Capital stock.	5,735 E 2,204 T 57 H 852,396 M
Cost of road. Cost of equipment. Cash on hand. Accrued interest.  LIABILITIES.  Capital stock.	5,75 6 2,201 7 37 8 852,396 9 850,099 8 1,009 9
Cost of road. Cost of equipment. Cash on hand Accrued interest.  LIABILITIES.  Capital stock.	5,735 E 2,304 Ti 57 H 852,396 Ti 850,000 0 1,000 0 37 H 1,356 Ti
Cost of road. Cost of equipment. Cash on hand. Accrued interest.  LIABILITIES.  Capital stock.	5,75 6 2,201 7 37 8 852,396 9 850,099 8 1,009 9
Cost of road. Cost of equipment. Cash on hand. Accrued interest.  LIABILITIES.  Capital stock.	5,735 E 2,304 Ti 57 H 852,396 Ti 850,000 0 1,000 0 37 H 1,356 Ti
Cost of road Cost of equipment. Cosh on hand Accrued interest  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficers of the Company.  Name, Title, Official 2	\$7.30 0 2,204 0 37 5 \$52,306 11 \$50,000 0 1,000 0 37 8 1,367 7 \$52,306 11
Cost of road Cost of equipment. Cosh on hand Accrued interest  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficers of the Company.  Name, Title, Official 2	\$7.30 0 2,204 0 37 5 \$52,306 11 \$50,000 0 1,000 0 37 8 1,367 7 \$52,306 11
Cost of road. Cost of equipment. Cosh on hand. Accrued interest.  Capital stock. Funded debt Interest on funded debt due and accrued. Profit and loss (surplus)  Comcers of the Company.	\$7.30 0 2,204 0 37 5 \$52,306 11 \$50,000 0 1,000 0 37 8 1,367 7 \$52,306 11
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficers of the Company.  Name.  Ville. WILLIAM S. NORTHRUP. President Johnstow JAMES MOLAREN Secretary and Treasurer. Johnstow HENRY STOLLER Superintendent. Johnstow	\$7.30 0 2,204 0 37 5 \$52,306 11 \$50,000 0 1,000 0 37 8 1,367 7 \$52,306 11
Cost of road Cost of equipment. Cosh on hand Accrued interest  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficers of the Company.  Name, Title, Official 2	\$7.30 0 2.20 0 37 5 352,306 10 350,009 0 1,000 0 1,000
Cost of road. Cost of equipment. Cosh on hand. Accrued interest.  Capital stock. Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Name.  Title.  WILLIAM S. NORTHEUP. President. Jahnstow HENEY STOLLEE. Superintendent. Johnstow  Directors of the Company.  Name.  Reside	\$7,75 8 2,20 7 3 352,306 11 350,000 61 1,367 7 \$52,396 11 4 ddress. n, N. Y. n, N. Y.
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficers of the Company.  Name.  WILLIAM S. NORTHRUP. President. Johnstow JAMES MOLAREN. Superintendent.  Directors of the Company.  Name.  Reside WILLIAM S. NORTHRUP. Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow Johnstow	\$7.30 0 2.30 0 350,000 0 1.000 0 1.000 0 1.300 0 1.
Cost of road. Cost of equipment. Cost of equipment. Cost on hand. Accrued interest.  Liabilities.  Capital stock. Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Officers of the Company.  Name.  Villam S. Northrup. President. Johnstow Henry Stoller. Superintendent. Johnstow  Name.  Directors of the Company.  Name.  Reside  WILLIAM S. Northrup. Johnstow  Johnstow	5,736 2 2,200 2 352,306 2 350,009 2 1,009 2 1,009 2 1,009 2 1,009 2 37 2 1,387 7 252,396 2 4,000 2 1,0
Cost of road. Cost of equipment. Cost of equipment. Cost on hand. Accrued interest.  Liabilities.  Capital stock. Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Officers of the Company.  Name.  Villam S. Northrup. President. Johnstow Henry Stoller. Superintendent. Johnstow  Name.  Directors of the Company.  Name.  Reside  WILLIAM S. Northrup. Johnstow  Johnstow	5,736 2 2,200 2 352,306 2 350,009 2 1,009 2 1,009 2 1,009 2 1,009 2 37 2 1,387 7 252,396 2 4,000 2 1,0
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Coffic	\$57,396 2 2,200 2 \$50,000 0 1,000 0
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Coffic	\$57,396 2 2,200 2 \$50,000 0 1,000 0
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Coffic	\$57,396 2 2,200 2 \$50,000 0 1,000 0
Cost of road. Cost of equipment. Cosh on hand Accrued interest.  Capital stock Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Profit and loss (surplus)  Cofficial Accrued Coffic	\$57,396 2 2,200 2 \$50,000 0 1,000 0
Cost of road. Cost of equipment. Cost of equipment. Cost on hand. Accrued interest.  Liabilities.  Capital stock. Funded debt Interest on funded debt due and accrued Profit and loss (surplus)  Cofficial Accrued  Profit and loss (surplus)  Officers of the Company.  Name.  Villam S. Northrup. President. Johnstow Henry Stoller. Superintendent. Johnstow  Name.  Directors of the Company.  Name.  Reside  WILLIAM S. Northrup. Johnstow  Johnstow	\$57,396 2 2,200 2 \$50,000 0 1,000 0

Title of company, Johnstown, Gloversville and Kingsboro Horse Railroad Company. Address of general offices, Johnstown, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Tuesday in January. For information concerning this report, address J. McLaren, Treasurer.

#### JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

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Lesser.	
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$13,651 81° 6,483 12
Net earnings from operation	\$7,168 69
Deductions from income, as follows, viz.:  Rentals	4,000 00
Surplus to lessee for year ending September 30, 1889	\$3,168 69
Analysis of Gross Earnings and Operating Expense	·s.
EARNINGS.	
From passengers	\$13,651 81
OPERATING EXPENSES.	_
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  Characteristics of Road, Equipment, Etc.  Length of railway leased, as follows, viz.: Single track, main line Sidings on main line	92487 561,385 187 67 273 50- 68 00 1,767 77 150 00- 1,338 20 1.182 07 100 00- 40 00- 82 25- 139 50- 96 03- 36,483 12-
Total length of all tracks and sidings owned	4.1136
Weight of rails per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger Number of passengers arried in cars during year (estimated). Average number of employees (including officials) during year	26 lbs. 4 ft. 8% in. 4 2 18 40 min. Every hour. 10 and 5 cts. 150,000
Salaries, Wages, Etc., of Employees.	
One clerk	Annual salary. . \$150 00-

#### OTHER EMPLOYEES.

	•	Average number of hours on duty per day.	Wages per day
Boadmen	 	10	29 13 19 19

For information concerning this report, address J. McLaren, Treasurer of them pany, Johnstown, N. Y.

#### KINGSTON CITY.

(Date of charter, June 5, 1879.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares. Par value.		Cash realist on amous
			outstanding
Authorized by law or charter	500	\$50,000	••••
Issued for actual cash	39 461	\$3,900 46,100	2.2 C.1
Total now outstanding	, 500	\$60,000	\$50,00

#### FUNDED DEBT.

•			INTEREST.	Amount	Cash realized on amount outstand- ing.	
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.		
First mortgage bonds Debenture bonds Bond and mortgage	June 12, 1909 June 1, 1890 On demand.	p.c. 7 6 6	Jan. & July June & Dec. Quarterly.	\$15,000 10,500 6,000	\$15.58 14,50 6,40	
Total				\$31,500	(21.99	

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept 30, 1888.
Roadbed, superstructure and rails. Real estate. Buildings and fixtures		968,667 d 10,739 d 667 73
Total cost of road		<b>97,55</b> II

# KINGSTON CITY.

### Cost of Road and Equipment -(Continued).

Equipment.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Horses	*8500 00	\$4,500 0
HarnessCars	*647 08	826 65 4,000 00
Cars Wagons, trucks, snow plows, sleighs Furniture and fixtures.		50 00 439 94
Total cost of equipment	<b>48</b> 1,047 08	\$9,816 8
Grand total cost of road and equipment	*\$1,047 08	\$89,171 9
Income Account for Year Ending Septem	nber 30, 1589	
Gross earnings from operation		\$29,810 <b>5</b> 7 19,770 32
Gross income from all sources		\$9,540 27
Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock. Taxes other than above. Interest on funded debt due and accrued.	\$647 58 270 85 25 16 2,040 00	2,983 56
Net income from all sources		<u></u>
Payments from net income, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •	60,000 4
Dividends declared, 10 per cent on capital stock		5,000 <b>0</b> 0
Surplus for year ending September 80, 1889		\$1,556 68
General Income Account.		
Surplus.for year ending September 30, 1889 Surplus up to September 30, 1888		\$1,556 60 13,530 60
Total surplus September 30, 1889		\$15,087 96
Analysis of Gross Earnings and Operati	ng Expenses	•
EARNINGS.		
From passengers. Mails.		\$28,060 59 1,250 00
Total gross earnings		\$29,810 59
OPERATING EXPENSES. Repairs of roadbed and track		\$226 37
Repairs of building and fixtures		261 77
Repairs of building and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment.		1,899 68 233 97
HOPERROAING		888 07 1,150 00
Renewals of horses and mules Provender (including expense of grinding).		4.186 08
Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostler Light and fuel	s, etc	8,772 64
Light and fuel	*******	235 35 90 00
Water tax Advertising, printing and office expenses		394 31

THE PORT OF THE KAILBOAD COMM	IBBIONKES.	
Veterinary expenses		10 to 10 to
Total operating expenses		£19,779 E
General Balance Sheet September	30, 1889.	
Assets.		
Cost of road		179,951 1142,0
Current assets, as follows, viz.: Cash on hand Open accounts Supplies on hand	<b>67</b> 419 49	3
		997,367 3
•		
LIABILITIES,		
Capital stock. Funded debt.		950,000 B 31,500 G
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued Open accounts	\$472 54 847 95	5
Profit and loss (surplus)		1,256 6 15,667 9
		897.967.3
Characteristics of Road, Equipme	nt. Etc.	
	- u, 2000	Mis.
Length of railway owned by company, as allows: Single track, main line, from Rondout to Aingston Sidings on main line and branches		1.77
Total length of all tracks and sidings owned		
Weight of rails per yard. Gauge of track. Number of box cars. Horses and mules. Schedule time making trip one way	••••••••••••	40 lbs. 4 ft. 63 is. 6
Horses and mules. Schedule time making trip one way.  6 A. M. to 10 A. M.  Cars run 10 A. M. to 8 P. M.  8 P. M. to 10 P. M.  Bate of fare per passenger:	• • • • • • • • • • • • • • • • • • • •	Every 20 En Every 10 min Every 30 min
Through fare	· · · · · · · · · · · · · · · · · · ·	10 cesse 5 cesse
Number of passengers carried in cars during year, estimat Average number of employees (including officials) during	ed	431,78
Average number of employees (including omersis) during	уевг	•
Salaries, Wages, Etc., of Officers and E	mployees.	
Officers.	_	nnual salati
General officers	• • • • • • • • • • • • • • • • • • • •	\$1,55 %
· !Other Employees.		
	A ========	
	Average number of hours on duty per day.	Wages per day.
Drivers	10%	9.0
Car cleaners Roadmen, etc Hostlers Blacksmith	10 10 10 12 10	1 d 1 5 1 5 2 8

# KINGSTON CITY.

#### Officers of the Company.

Name.	Title.	Official Address.
P. E. SCHOONMAKEB	PresidentSecretary and Treasurer Superintendent	Rondout, N. Y.
·r	directors of the Company.	
Name.		Residence.
James G. Lindsley		Rondout, N. Y.
Samuel D. Coykendall		Rondout, N. Y.
GEORGE COYKENDALL		Rondout, N. Y.
EDWIN SHERER	·	Rondout, N. Y.
CHARLES BRAY	• • • • • • • • • • • • • • • • • • • •	Rondout, N. Y.
ML J. MADDEN		Rondout, N. Y.
ABEL A. UROSBY		Hondout, N. Y.
		TOBOTOMI TO A

Title of company, Kingston City Railroad Company.
Address of general offices, Rondout, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Wednesday in October.
For information concerning this report, address S. D. Coykendall. Vice-President.

#### LANSINGBURGH AND COHOES.

#### LESSOR.

LESSEE - Troy and Lansingburgh.

(Date of charter, March 8, 1880.)

#### Capital Stock.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter and now ou standing	800	\$15,000	\$15,000
_	of Road.		
Total cost of road up to September 30, 1889		• • • • • • • • • • • • • • • • • • • •	. \$15,000 00
Income Account for Year	Ending Septer	mber 30, 188	9.
Net income from all sources, as follows, via	z.:		. \$1,050 00
Payments from net income, as follows, viz. Dividends declared, 7 per cent on capital s	: toek		. 1,050 09
General Balance Sh	eet September	30, 1889.	
Cost of roadAs	SETS.		. \$15,000 00
Capital stock	ILITIES.		. 15,000 00
Officers of t	the Company.		
Name. 1	Title.	Ot	Rcial Address.

### REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.	
Name.	Residence.
WILLIAM BARTON	Troy, N. Y.
WILLIAM KEMP	Troy, N. Y.
Otis G. Clark. Chas, Clerinshaw	Troy, N. I.
CHAS. CLEMINSHAW LEVI SMITH	Troy, N. I.
A. A. PEEBLES.	Langinghurgh IV
E. Van Schoonhoven	Lansingburgh XI
CHAS. H. DAUCHY	Lansingburgh I.I.
GEO. CAMPBELL	Cohoes, N. Y.
•	

Title of company, The Lansingburgh and Cohoes Railroad Company. General offices, 200 River street, Troy, N. Y. For information concerning this report, address J. J. Hagen, Secretary and Trans.

#### LARCHMONT.

(Date of charter. February 7, 1888.)

#### Capital Stock.

	No. of shares.	Par value.	realist on arour outstan- ing.
Authorized by law or charter, issued for actual cash and now outstanding	250	\$25,000	15.0
Cost of Road and Equip	ment.	Ψa	al cost wi
Road.			opt M.
Roadbed, superstructure and rails	• • • • • • • • • • • • • • • • • • • •		1 10,000 1 10,000 1 10,000
Total cost of road		- _	89,71
Equipment.		=	
Horses			21,96 31 t
Harness Cars. Wagons, trucks, snow-plows, sleighs.	· • • • • • • • • • • • • • • • • • • •	••••••	1,61 21
Total cost of equipment		····	14,4
Grand total cost of road and equipment			15.件
Income Account for Year Ending Se	ptember	30, 1889.	
Gross earnings from operation			8,21 1,51
Net loss from operation			\$46 B
Deductions from income, as follows, viz.:			
Taxes on property used in operation of road	······· <u></u>	\$136 66 51 11	. 151
Deficit for year ending September 30, 1889		- 	12 I
General Income Accou	nt.	•	i
Deficit for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	••••••	1.05
Total surplus September 30, 1889	•••••		100

# LARCHMONT.

# Analysis of Gross Earnings and Operating Expenses.

Earnings.		
rom passengers		\$8,472 55 20 00
•	-	40 400 55
Total gross earnings	=	\$3,492 55
OPERATING EXPENSES.		
Lepairs of roadbed and track Lepairs of buildings and fixtures Lepairs of ears and other vehicles Lepairs of harness and stable equipment Lorseshoeing Tovender (including expense of grinding) Wages of conductors and drivers Light and fuel		\$882 85 409 10
tepairs of cars and other vehicles	•• •••••	345 78
Torseshoeing		25 50 144 00
rovender (including expense of grinding)	•••••	144 00 1,080 00
ight and fuel		960 00 28 00
TOR AL ON DOMOGO		20 00 7 98
Insurance	-	
Total operating expenses		\$3,897 71
General Balance Sheet September	30, 1889.	
Cont of road		e10 700 00
Jost of road	· · · · · · · · · · · · · · · · · · ·	\$19,700 00 5,300 00
(htment agget ag tollmag m2 ·		
Cash on hand	• • • • • • • • • • • • • • • • • • • •	448 5 <b>7</b> 380 75
Supplies on nand		
	-	\$25,829 82
Capital stock		*** *** **
Profit and loss (surplus)		\$25,000 00 829 32
	-	\$25,829 82
•	-	120,020 02
Characteristics of Road, Equipme	ent, Etc.	
Total length of single track on main line, owned		1.50 miles.
Gauge of track		25 lbs. 4 ft. 8½ in.
Weight of rail per yard Gauge of track Number of box cars		3
		15 min.
Schedule time making trip one way	alf hour from 7 A	. M. to 7 P. M.
Number of passengers carried in cars during year		69,451
"Average number of employees (including officials) during	year	5
Wages, Etc., of Employees	l.	
	<del></del>	
<u>_</u>	Average	W
•	number of hours on duty	Wages per day.
•	per day.	por aug.
Conductors	10	\$1 50 1 75
Roadmen	10	1 50
	<u></u> .	
Officers of the Company	7-	
Name. Title.	Official Addre	198.
C. H. MURRAY President	street. New You Larchmont, N. Y.	rk city.
Directors of the Company		
Name.	Resid	ienoe.
C. H. MUBRAY. THOS. H. FRENCH EDWARD E. FILINT W. H. CAMPBELL	New You	rk city.
THUS. II. FRENCH	New Yor Chicago	a City.
W. H. CAMPBELL	Larchm	ont. N. Y.
Wm. Murray Heleka Flint Julia W. Southack	Larenm Larenm	ont, N. I ont, N. Y.
Julia W. Southack	Larchm	ont, N. T.

Title of company, Larchmont Horse Bailway Company.
Address of general offices, Larchmont, N. Y.
Date of close of fiscal year, first Tuesday in January.
Date of stockholders' annual meeting, first Tuesday in January.
For information concerning this report, address W. H. Campbell, Secretary ast
Treasurer.

#### LOCKPORT.

(Date of charter, October 6, 1885.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realise on amount outstanding
Authorized by law or charter and now out- standing.		\$35,000	\$22,351 I

#### FUNDED DEBT.

Designation of Lien.	When due.	Rate.	When payable.	Amount outstand-ing.	Cash realised on amous outstand- ing.
First mortgage	Oct. 1, 1906	p. c. 5	April 1, Oct. 1	\$25,000	\$25,48

#### Cost of Road and Equipment.

,		
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure, rails and right of way	\$50 46	93,367 12 2,214 24 32 127 25,000 6
Total cost of road	<b>\$5</b> 0 46	\$31,029 H
EQUIPMENT.		
Horses	\$132 50	
·Oars	• • • • • • • • • • • • • • • • • • • •	116 \$ 6.304 £
Wagons, trucks, snow plows, etc		367 6
Total cost of equipment	\$132 50	\$11,469 #
Grand total cost of road and equipment	\$182 96	\$42,43 %

# LOCKPORT.

Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$8,401 <b>39</b> 12,808 86
Net loss from operation	\$1,407 47
Income from other sources, as follows, viz.:  Advertising and printing	25 81
Loss from all sources	\$4,381 66
Deductions from income, as follows, viz.: Taxes on property used in operation of road	1,720 00
Deficit for year ending September 30, 1889	\$6,101 66
-	
General Income Account.	
Deficit for year ending September 30, 1889  Deficit up to September 30, 1888.	\$6,101 66 6,356 45
Total deficit September 30, 1889	\$12,458 11
Analysis of Gross Earnings and Operating Expenses.	
From passengers	\$8,401 89
zivm hecoengere	40,101 09
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of cars and other vehicles Repairs of harness and stable equipment. Horsesheding Provender (Including expense of grinding). Selaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Insurance Contingencies Blacksmith's supplies Rent Stable expenses	\$245 28 284 72 141 58 524 74 2,905 07 645 905 07 645 91 1,712 00 152 53 21 00 310 00 589 35 260 50 309 96 24 85
General Balance Sheet September 30, 1989.	
Cost of road	\$31,029 16 11,449 06
Cash on hand         \$314 22           Supplies on hand         680 22	994 44
Profit and loss (deficiency).	12,458 11
	\$55,930 77
Liabilities.	
Capital stock	\$22,251 21 25,000 00
Ourrent liabilities, as follows, viz.: Bills payable. Open socounts	8,676 56 3 00
	\$55,930 77

# Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Vine street to Hawley street. Single track, branch, from Willow street to Vine street Single track, branch, from Locust street to barn	1.199 1.598 .075
Total length of single track on main line and branches	2.806 .516
Total length of all tracks and sidings owned	3.221
Weight of rails per yard	4 ft. 8% in.
Horses Oars run Bate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during year	5 cents 168.198
•	

### Salaries, Wages, Etc., of Officers and Employees.

Officers.	Annual salary.
General officers	9645 09

#### OTHER EMPLOYEES.

=					
		•	•	Average number of hours on duty per day.	Wages per day.
Drivers		-		12	51.39
	<b> </b>				i ii ii
Roadmer	1				1 25
Hostlers			· · · · · · · · · · · · · · · · · · ·	12	1 25
<del></del>				ا ــــــــــــــــــــــــــــــــــــ	···

#### Officers of the Company.

Name.		Official Address.
John Hodge	President and Treasurer Secretary Superintendent	Lockport, N. Y. Lockport, N. Y. Lockport, N. Y.

#### Directors of the Company.

Directors of the company.	
Name.	Residence.
E. M. Ashley	Lockport, N. Y.
John Hodge	Lockport, N. Y.
Jesse Peterson	Lockport, N. Y.
E. ASHLEY SMITH	Lockport, N. Y.
A. S. Beverly	Lockport, N. Y.
J. CARL JACKSON.	Lockport, N. Y.
W. T. RANSOM	Lockport, N. Y.

Title of company. Lockport Street Railroad Company.
Address of general officers, Lockport, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address John Hodge, President.

\$2,005 00

# LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

For history of organization, see Report of 1885.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

Сарт	TAL STOCK.			
			No. of shares.	Par value.
Authorized by law or charter			8,600	\$150,000
Issued for actual cash	• • • • • • • • • • • • • • • • • • • •	· · · · · ·	2,000 1,000	\$100,006 50,000
Total now outstanding		•••••	3,000	\$150,000
	DED DEBT.		· · · · · · · · · · · · · · · · · · ·	
•			INTEREST.	Amount
DESIGNATION OF LIEN.	When due.	Bate.	When payable.	outstand- ing.
Construction and redemption of bonds of Calvary Cemetery railroad	1905	p.c.	Semi-annuall	у. \$100,000
Cost of Rose	d and Equip	men	ıt.	
Road.			Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails				\$100,000 00
Horses			\$950 00 210 00 1,750 00 115 00	\$4,950 00 560 00 18,750 00 215 00
Total cost of equipment		•••••	\$3,025 00	\$19,475 00
Grand total cost of road and equipment	t	••••	\$3,025 00	\$119,475 00
Income Account for Ye Gross earnings from operation Less operating expenses (excluding all	_	-	•	
Gross income from all sources		• • • • • •		\$8,205 00
Deductions from income, as follows, viz. Taxes on property used in operation of Interest on funded debt due and accrue	: road d	• • • • • •	\$200 00 6,000 00	

Surplus for year ending September 30, 1889 .....

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Analysis of Gross Earnings and Operating Expenses.

<b>3</b>				
Prom passengers	• • • • • • • • • • • • • • • • • • • •	\$24,006 95		
OPERATING EXPENSES.				
Roneire of roadhed and track		<b>892</b> 7 45		
Repairs of buildings and fixtures		475 00		
Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment.	· · · · · · · · · · · · · · · · · · ·	1,362 75		
Horseshoeing		498 75 730 00		
Horseshoeing Provender (including expense of grinding). Wages of conductors and drivers and engineers on dummy Wages of watchmen, starters, switchmen, roadmen, hostle		5,063 00		
Wages of conductors and drivers and engineers on dummy	cars	5,280 00 740 00		
Light and fuel	13, 810,	70 00		
Water tax Advertising, printing and office expenses		25 00		
Advertising, printing and office expenses	• • • • • • • • • • • • • • • • • • • •	180 00 250 00		
Insurance Removal of snow and ice	······	210 00		
Total operating expenses				
•				
General Balance Sheet September	30, 1889.			
Assers,		e100 000 00		
Cost of road	• • • • • • • • • • • • • • • • • • • •	\$100,000 00 19,475 00		
Other permanent investments, as follows, viz.:	• • • • • • • • • • • • • • • • • • • •	20,210 15		
Real estate		10,000 00		
Current assets, as follows, viz. :				
Cash on haud Profit and loss (deficiency)		2,005 09 124,670 00		
•		\$256,150 00		
T e a three sentence	!			
Qapital stock.	• • • • • • • • • • • • • • • • • • • •	\$150,000 00		
Funded debt	• • • • • • • • • • • • • • • • • • • •	100,000 0		
Current liabilities, as follows, viz.:				
Interest on funded debt	• • • • • • • • • • • • • • • • • • • •	6,000 00 150 00		
Dunuties	• • • • • • • • • • • • • • • • • • • •			
	,	\$256,150 00		
Characteristics of Road, Equipment	t, Etc.			
	-	4 7 11		
Weight of rails per yard	ш	4.5 miles. 45 lbs.		
Single track, main line, from Long Island City to Laurel H Weight of rails per yard Gauge of track	· · · · · · · · · · · · · · · · · · ·	4 ft. 8% in.		
Number of box cars	· · · · · · · · · · · · · · · · · · ·	11		
Horses and mules		13 14		
Schedule time making trip one way	•••••	_ 20 min.		
Pate of fare per pagenger	rook deret 10 e	Every 10 min.		
Number of passengers carried in cars during year				
Gauge of track 4 ft. 8% in.  Number of box cars 11  Open cars 11  Horses and mules 12  Schedule time making trip one way 20 min.  Cars run Every 10 min.  Rate of fare per passenger 5 carried in cars during year 315,4%  Average number of employees (including officials), during year 2				
Salaries, Wages, Etc., of Officers and 1				
OFFICERS.				
General manager		nnual salary. \$1,000 00		
Conditor mentakor	• • • • • • • • • • • • • • • • • • • •	\$1,000 W		
OTHER EMPLOYEES.				
	Average			
	number of hours on duty	Wages per		
, , , , , , , , , , , , , , , , , , ,	per day.	day.		
<del></del>				
Conductors	12	83 00		
Drivers Watchmen	12	2 00		
Watchmen	12	175		
Roadmen	12 12	1 75 1 75		
	•			

#### Officers of the Company.

Name. PATRICK J. GLEASON JAMES W. LAMB	Title President and Treasurer Secretary and General Ma	Official Address Long Island City. nager, Brooklyn, N. Y.
1	Directors of the Company.	
Name.	· · · · · · · · · · · · · · · · ·	Residence.
PATRICK J. GLEASON		. Long Island City, N. Y.
JAMES W. LAMB	••••••	. Brooklyn, N. Y.
JAMES CHRISTIAN		Brooklyn, N. Y.
JAMES KENNEDY		. Brooklyn, N. Y.
THOMAS CURRY	• • • • • • • • • • • • • • • • • • • •	. Long Island City, N. Y.
JAMES W. LAMB	••••••••	Brooklyn, N. Y. Long Island City, N. Y. Brooklyn, N. Y. Brooklyn, N. Y. Long Island City, N. Y.

Title of Company, Long Island City and Newtown Railroad Company.
Address of general offices, 112 Front street, Long Island City, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Monday in January.
For information concerning this report, address Patrick J. Gleason, President and

Treasurer.

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# MAPLE AVENUE (Elmira).

(Date of charter, May 16, 1887.)

For history of organization, see Report of 1888.

#### Capital Stock.

			Cash realiz	
	No. of shares.	Par value.	on amoun outstandin	
Authorized by law or charter, issued for actual cash and now outstanding	200	\$20,000	\$18,	000
Cost of Road as	nd Equipmen	t.		_
Roz	ייי	T	otal cost up Sept. 30, 1889	
Roadbed, superstructure and rails			. \$13,724	16
Total cost of road	• • • • • • • • • • • • • • • • • • • •	•••••	\$14,295	14
Equip	MENT.			—
Horses				
Total cost of equipment		•••••••		_
Grand total cost of road and equipment			\$20,487	96
1				
Income Account for Year E	inding Septem	aber 30, 1889	).	
Gross earnings from operation		• • • • • • • • • • • • • • • • • • • •	\$1,788 3,238	
Net loss from operation			\$1,499	67
Deductions from income, as follows, viz.: Taxes on property used in operation of road	1		. 287	71
Deficit for year ending September 30, 188	0		\$1,787	90

#### \*General Income Account.

Deficit for year ending September 30, 1889	\$1,787 38 734 79
Total deficit September 80, 1889.	\$2,522 17
Analysis of Gross Earnings and Operating Expenses	) <b>.</b>
Earnings.	
From passengers	\$1,738 87
OPERATING EXPENSES.	
Repairs of roadhed and track	\$128 27
Repairs of cars and other vehicles Repairs of harness and stable equipment	71 95
Horseshoeing	77 10 111 00
Horseshoeing. Provender (including expense of grinding). Salaries of general officers and clerks.	1,119 47
Salaries of general officers and clerks	66 00
Wages of conductors and drivers	835 98 811 54
Light and fuel	5 51
Advertising, printing and office expenses  Removal of snow and ice	23 89
Contingencies	289 43 199 40
Total operating expenses	\$3,238 54
General Balance Sheet September 30, 1889.	
Assets.	
Cost of equipment.	\$14,295 14 6,192 82
Current assets, as follows, viz.: Cash on hand	69 59 2.522 17
Tront and tops (denoted by)	2,022 1/
·	\$28,072 72
Capital stock	
Capital stock	\$18,000 00
Current liabilities, as follows, viz.: Bills payable	
Bills payable	3,000 00
Open accounts.	2,072 72 \$23,072 72
•	\$20,013 12
Observational Park Westmann Was	
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows: Single track, main line, from Water street to New York, Lake Erie and	Miles.
Western tracks	.21
†Total length of all tracks and sidings owned	1.96
Weight of rails per yard	90 to 50 1h.
Gauge of track	38 to 52 lbs. 4 ft. 8% in.
Gauge of track Number of box cars	3
Open cars	2
Open cars Horses and mules Schedule time making trip one way	7 18 min.
Cars run	Every 20 min.
Rate of fare per passenger	5 cents.
Rate of fare per passenger. Number of passengers carried in care during year. Average number of employees (including officials) during year	84,778 8

<sup>\*</sup>The Maple Avenue Railroad was leased to the Elmira and Horseheads Railway Company. July 1, 1889, for ninety-nine years and its report after that date is included in the report of the Elmira and Horseheads Railway Company. Its receipts for quarter ending September 30, 1889, are not shown in this report, and no separate account was kept of expenditures, but the apparent deficit shown above would at the end of year have shown a surplus had the accounts been kept separate.

† Included in report of Elmira and Horseheads.

# MAPLE AVENUE.

# Wages, Etc., of Employees.

•	Average number of hours on duty per day.	Wages per day.
Drivers	12 10 14	\$1 14 1 25 1 14

#### Officers of the Company.

Name.	Title.	Official Address.
JOHN BRAND	President	Elmira, N. Y.

#### Directors of the Company

Name.	Residence.
D. C. Robinson	Elmira, N. Y.
John Brand	Elmira, N. Y.
JUD H. CLARK	Elmira, N. Y.
M. H. Arnot	Elmira, N. Y.
G. M. Robinson	Elmira, N. Y.
FREDERICK BARKER	Elmira, N. Y.
WILBUR W. FIBH	Elmira, N. Y.
M. H. ARNOT. G. M. ROBINSON FREDERICK BARKER WILDUR W. FISH	Elmira, N. Y. Elmira, N. Y. Elmira, N. Y.

Title of company. Maple Avenue Railroad Company.
Address of general offices, Elmira, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in August.
For information concerning this report, address D. C. Robinson, President.

#### MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

#### Capital Stock.

	·		
	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600	\$15,000	\$15,000
		<u>'-</u> .	

# Cost of Road and Equipment.

Road.	Total cost up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$12,500 00 2,000 00
Total cost of road	\$14,500 00
EQUIPMENT.	
Cars	3,800 00
Grand total cost of road and equipment	\$17,800 00

# Income Account for Year Ending September 30, 1889.

income account for Year Enging Beptomber 30, 1869.	
Gross earnings from operation	2,767 St
Net earnings from operation	\$2,613 73
Income from other sources, as follows, viz.: Rents	25 00
Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road.  Taxes on earnings and capital stock.  \$223 25	\$2,636 13
Taxes on earnings and capital swock	251 43
Net income from all sources	\$1,357 II
Surplus for year ending September 30, 1889	2,100 0
Surplus for year ending September 30, 1689	961 A
General Income Account.	
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888.	\$257 X 4,687 M
Total surplus September 30, 1889	\$4.94 6
Analysis of Gross Earnings and Operating Expenses.	
T. parraya	
From passengers	\$5.361 5
· Operating Expenses.	
Repairs of roadbed and track Repairs of cars and other vehicles. Wages of conductors and drivers Light and fuel Advertising, printing and office expenses.	\$75 d cm %
Wages of conductors and drivers	543 W
Advertising, printing and office expenses	11 🖷
Insurance	16 M 40 M
Insurance Bemoval of snow and ice Contingencies Towing cars	8 30 1,551 50
Total operating expenses.	\$2,747 10
General Balance Sheet September 30, 1889.	
Qost of road	\$12,500 00
Cost of equipment	3,300 0
Other permanent investments, as follows, viz.  Real estate	2,000 🖤
Ourrent assets, as follows, viz.:	
Current assets, as follows, viz.: Cash on hand \$1,563 16 Billa receivable 591 71	2.144 #
•	219.94 8
<u> </u>	\$13.365 51
Capital stock	\$15,000 <b>\$</b> 4,944 \$
-	819.944 5
Characteristics of Road, Equipment, Etc.	
	1.75 miles.
Length of railway owned by company	30 lbs. 4 ft. 8% in.
Number of box cars.	1
Number of box cars.  Open cars. Schedule time making trip one way Cars run. Every hour, 6.40 a. 1	12 minutes.
Oars run Every hour, 6.40 A. 1 Rate of fare per passenger 5 cents; 12 ride Number of passengers carried in cars during year Average number of employees (including officials) during year, 01	t. to 2.30 P. M. B for 50 cents. 114,350
Average number of employees (including officials) during year, Or	10 CODGEGUE.

# MOHAWK AND ILION.

#### Wages, Etc., of Employees.

•	Average number of hours on duty per day.	Wagesper day.
Oonductor	15	\$1 66

# Officers of the Company,

14 te//ec.		Opicius Auu cee.
O. W. BEONSON	President and Superintendent.	Mohawk. N. Y.
H. D. ALEXANDER	Secretary	Mohawk, N. Y.
R. M. DEVENDORF	Treasurer	Mohawk, N. Y.
	•	

Directors of the Company.	
Name.	Residence.
O. W. Bronson	fohawk, N. Y.
L. L. LOWELL	Iohawk, N. Y.
JOHN BROWN	Iohawk. N. Y.
R. M. DEVENDORF	Iohawk, N. Y.
J. B. RAFTER.	Iohawk, N. Y.
H. D. ALEXANDER	dohawk, N. Y.
CHARLES W. CARPENTER	110 <b>n</b> , N. X.

Title of company, Mohawk and Ilion Horse Railroad Company.
Address of general officers, Mohawk, N. Y.
Date of close of fiscal year, June 1.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address O. W. Bronson, President.

# MOUNT VERNON AND EAST CHESTER.

(Date of charter, November 14, 1887.)

For history of organization, see Report of 1888.

#### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	600	\$60,000	
Issued for actual cash	200 400	\$20,000 40,000	\$20,000
Total now outstanding	600	\$60,000	\$20,000

# FUNDED DEBT.

		INTEREST.			Cash realized
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstanding.	on amount outstanding.
Mortgage	Aug. 1, 1910	p.c. 6	Aug. & Feb.	\$75,000	\$50,000

# REPORT OF THE RAILBOAD COMMISSIONERS.

# Cost of Road and Equipment -(Continued).

Total cost of equipment.  Total cost of road and equipment.  DETAILS OF ADDITIONS OF RETTERMENTS DURI THE WAY SENT OF THE WAY SENT OF		
DETAILS OF ADDITIONS OR BETTERMENTS DURI  ew switch, Wharton curve, etc. eal estate purchased ebuilding and enlarging barn our additional horses dditional harness wo additional cars	\$6,281 85 ING THE YEAR	\$21.4 R.
DETAILS OF ADDITIONS OR BETTERMENTS DURI ew switch, Wherton curve, etc. eal estate purchased ebuilding and enlarging barn our additional horses dditional harness wo additional cars	ING THE YEAR	R.
ew switch, Wharton curve, etc eal estate purchased ebuilding and enlarging barn our additional horses dditional harness wo additional cars		
wo additional cars		, <b>95</b>
·		6
Income Account for Year Ending Septem	ber 30, 188	D.
ross earnings from operationess operating expenses (excluding all taxes)	•	
Gross income from all sources		
Deductions from income, as follows, viz.: axes on property used in operation of road	. 10 81	B L B
Surplus for year ending September 30, 1889	••••••	
General Income Account.		
urplus for year ending September 30, 1889eficit up to September 30, 1888		. 9.
Total deficit September 30, 1889		90.5
Analysis of Gross Earnings and Operatin	g Expense	<b>.</b>
rom passengers Earnings.		95.1
OPERATING EXPENSES.		. *
anaire of huildings and fixtures		
epairs of cars and other vehicles. epairs of harness and stable equipment.		
enewals of horses and mules of grinding). rovender (including expense of grinding). sages of conductors and drivers. sages of watchmen, starters, switchmen, roadmen, hostlers.		
ages of conductors and drivers		1.
ages of watchmen, starters, switchmen, roadmen, hostlers,	, etc	
ight and fuel dvertising, printing and office expenses		
surance emoval of snow and ice	• • • • • • • • • • • • • • • • • • • •	•
эшоуы от впом and 109		1
ontingencies	• • • • • • • • • • • • • • • • • • • •	

# Géneral Balance Sheet September 30, 1889.

Assets.			
Cost of road	•••••	\$13,634 7,859	
Current assets, as follows, viz.:			
Cash on hand		103	
Open accounts	•••••	, 60 90	
Supplies on handProfit and loss (deficiency)		8,879	
	,	\$30,626	
Liabilities.	•		=
Capital stock		\$16,000	
Funded debt	• • • • • • • • • • • • • • • • • • • •	13,400	90
Current liabilities, as follows, viz.:			
Interest on funded debt		226	
Bills payable			
Open accounts	• • • • • • • • • • • • • • • • • • • •		
	•	\$30,626	
Characteristics of Road, Equipme	nt, Etc.		_
Length of railway owned by company, as follows, viz.:		Mile	AR.
Single track, main line, from South Syracuse to Onondaga	Valley	1.8	
Length of railways leased and operated by this company, as Single track from South Syracuse to Ridgeway	follone niz ·		75
Grand total length of all tracks and sidings owned and	leased	2.0	
Weight of rails per yard		16 to 85 ll	ha
Gauge of track	• • • • • • • • • • • • • • • • • • •	4 ft. 8% i	
Gauge of track	• • • • • • • • • • • • • • • • • • •		8
Dummy			1
Open car	• • • • • • • • • • • • • • • • • • • •		111
Horses and mules		25 mi	in.
Oars run		Half hour	ļy.
Rate of fare per passenger	2. 8.	B. B BRG 10 C	us.
Average number of employees (including officials), during	уеаг	54,1	4
Wages, Etc., of Employees	-		
wages, Mee., or Employees			_
	Average number of hours on duty per day.	Wages per day.	r
Conductors and drivers	12	\$1.35	_

#### Officers of the Company.

Name.	Title.	Official address.
T. W. MEACHEM	President and Treasurer Secretary Superintendent	Syracuse, N. Y.
EDWD. HABNDEN	Superintendent	Onondaga Valley, N. Y.

# Directors of the Company.

Danidanaa

Mance.	Aconticio.
T. W. MEACHEM	Onondaga Valley, N. Y.
FRANK E. ANDERSON	Onondaga Valley, N. Y. East Onondaga, N. Y.
ISBARL E. BRITTON	Syracuse, N. Y.
WM T. HAMILTON	Syracuse, N. Y.

Title of company, New Brighton and Onondaga Valley Railway Company.
Address of general offices, 248 West Railroad street, Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address T. W. Meachem, President.

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# NEWBURGH.

(Date of charter, January 13, 1886.)

For history of organization, see Report of 1887.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

,		No. of	shares	. Par value.	Cash realized on amount outstanding.
Authorized by law or charter and n standing	norized by law or charter and now out- anding		\$40,000		
	Funder	о Вивт	·.		
				INTEREST.	,
DESIGNATION OF LIEN.	When	due.	Rate.	When payable.	Amount outstanding.
First mortgage bonds	Feb.	1, 1917	p. c.	Feb. and Aug.	\$100,000
two miles of road and new stable contract and paid for by issue of ac Cost of additional road and equipme including fifty feet of track, twelve cipal and interest of mortgages of sisted at time of purchase and pa for in contracts, all paid for in cas	nt for y addition \$10,000 on yment o	ear enc onal ho on stab	orses, p le prop	optember 30, 1889 Syment of prin- perty which con- ms not provided	• •
Total cost of road and equipment	<b></b>		• • • • • • • • •	•••••	\$164,402 08
Note.—Total cost of road and enamount of stock and bonds by \$24,402 Application is now pending before stock from \$40,000 to \$100,000 to pay off of road and equipment, and to provide	1.08. the Rail present	road O	ommis tednes	sioners for incr	ease of capital
Income Account for	Year E	nding	Septe	mber 30, 1889.	
Gross earnings from operation Less operating expenses (excluding				•••••••	
Gross income from all sources		· · · · · · •	• • • • • •	••••••	<b>9</b> 579 21
Deductions from income, as follows, raxes on property used in operation interest on funded debt due and accumenterest on funded debt not due but a interest.  Dertifications and commissions	of road rued corued			243 67	
					6,698 38
Deficit for year ending September	- 90 1000				\$6,119 17

# NEWBURGH.

# General Income Account.

Deficit for year ending September 30, 1889	\$6,119 11 . 8,838 66
Total deficit September 30, 1889	
Analysis of Gross Earnings and Operating Expenses	,
Earnings.	
From passengers	\$21,510
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing. Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies	239 26 299 25 452 49 122 76 365 69
Asserts.  Cost of road and equipment	\$164,402 08
Current assets, as follows, viz.:         \$598 98           Cash on hand         391 45           Open socounts         391 45           Supplies on hand         221 27           Cash with superintendent         125 00	
Profit and loss (deficiency).	1,336 70 14,457 88
•	\$180,196 61
Liabilities.	
Current liabilities, as follows, vis. :	\$40,000 00 100,000 00
Interest on funded debt, not due, but accrued Bills payable	1,600 00 6,759 14 82,437 47
•	\$180,196 61
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line	9.00
Total length of all tracks and sidings owned	4.81
Weight of rails per yard. Gange of track. Number of box cars Horses and mules. Schedule time making trip one way. Cars run. Every 24 min. before 11 A. M. and every 12 min. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials), during year.	30 lbs 4 feet 8½ in. 11 66 40 min. after 11 A. M. 5 cents, 430,212

# REPORT OF THE RAILBOAD COMMISSIONERS.

### Salaries, Wages, Etq., of Officers and Employees.

OFFICERS AND CLERES.	Annual salary.
Superintendent	\$1,300
Bookkeeper	400

#### OTHER EMPLOYEES.

•	Average number of hours on duty per day.	Wages per day.
Conductors and drivers.  Hostlers. Blacksmiths Hill boys.	12	\$1 89 1 69 2 06 75

#### Officers of the Company.

Name.	Title.	Official address.
ANTONIO RASINES	President	New York city.
WILLIAM MOORES	Vice-President	New York city.
H. IVES SMITH	Superintendent	Newburgh, N. I.
•	Directors of the Company,	
Name.	Directors of the company.	Residence.

Name.	Residence.
ANTONIO RASINES	
	New York city.
	Tarrytown. N. Y.
JOHN MCWILLIAM	New York city.
WILLIAM MOORES	New York oity.
JOHN B. MOWILLIAM	New York city. New York city.
TRITION IN MEREE	New LOFK City.

Title of company, Newburgh Street Bailway Company.
Address of general offices, No. 45 Pine street, New York city.
Date of close of fiscal year, Suptember 30.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address Wm. Moores, Secretary.

#### NEW ROCHELLE AND PELHAM.

(Date of charter, November 2, 1886.)

For history of organization, etc.. see Report of 1887.
No report for 1889 received. This road is said to be in the hands of Charles Strauss, at receiver, pending foreclosure proceedings. Receiver's address is No. 237 Broadway.
New York city.

#### NEW WILLIAMSBURGH AND FLATBUSH.

FOR TEN MONTHS ENDING JULY 31, 1889.
(Date of charter, October, 1873.)

For history of organization, see Report of 1885.
On the 1st day of August, 1889, this company leased its railroad and property to the Brooklyn City Railroad Company. Lessee is to pay interest on debt and two per cent per annum on the capital stock as rental.

# Capital Stock and Funded Debt.

#### CAPITAL STOCK.

3,00 r. en due. r. 1, 1897	Pote.	INTEREST.  When payable.	Amount outstanding.
en due.	p.c.	When	outstand-
	p.c.	When	outstand-
	p.c.		outstand-
r. 1, 1897			
	7	Feb. and Au	*\$200,000
Equipr	nen	t.	
		betterments during ten	Total cost of road and equipment up to July 31, 1889.
		\$1,612 01 699 94	\$390,625 67 1,612 01 699 94
		\$2,811 95	\$392,937 69
	1	\$600 00 5,850 00	\$149,774 66 600 00 5,850 00
		\$5,950 00	\$155,724 66
uly 81, 18	89.	\$8,261 95	\$548,662 2
	nly 31, 18	nly 31, 1889.	during ten months end- ing July 31, 1889.  \$1.612 01 699 94  \$2,311 95  \$400 00 5,350 00  \$5,950 00

<sup>\*</sup>Issued in taking up prior mortgages and interest.

# Income Account for Ten Months Ending July 31, 1889.

Gross earnings from operation	1014,973 B 100,02 G
Gross income from all sources	\$35,540 7
Deductions from income, as follows, viz.:         36,219 06           Taxes on property used in operation of road         1,297 35           Taxes on earnings and capital stock         1,297 35           Taxes other than above         326 66           Interest on funded debt due and accrued         11,665 67           Bental         6,250 00	
	<b>35.73)</b> 14
Net income from all sources	\$7,780 F
Payments from net income, as follows. viz.: Dividends declared, three per cent on capital stock	9,000 0
Deficit for ten months ending July 31, 1889	\$2,225
General Income Account.	
Deficit for ten months ending July 31, 1889	\$1.50
Surplus up to September 30, 1888.	22,579 1
Less amount charged directly to profit and loss during the ten months	\$21,339 S 4,135 T
Total surplus July 31, 1889.	\$17.594 0
Analysis of Gross Earnings and Operating Expenses.	
From passengers	9215.97: 3
From passengers	\$319.945 =
OPERATING EXPENSES.	\$4,943 16
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeling Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers and engineers on dummy cars Wages of watchmen, starters, switchmen, roadmen, hostiers, etc Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing, and office expenses Insurance Removal of snow and ice Contingencies. Rents as an operating expense.	1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1、加速 2 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元
Interest as an operating expense	1.35 1
Total operating expenses.	\$183.GI F
General Balance Sheet September 30, 1889.	
Assets.	ar 10 am 10
Cost of road and equipment	\$548,667 9
	-
Capital stock	\$300,000 T \$00,000 Z
Current liabilities, as follows, viz.: Bond and mortgage on real estate	16,60 S 31,78 E
Pront and loss (surplus)	
	彩棉.鲍里

#### Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows, viz.: Single track, main line, from Broadway to Prospect Park	Miles. 4.50 1.75
Total length of single track on main line and branch Second track on main line and branch Sidings on main line and branch	4.50
Total length of all tracks and sidings owned	12.00
Single track from Lee avenue to Twenty-third Street ferry	2.75
*Total length of all tracks and sidings owned and leased	17.50
Weight of rails per yard. Gauge of track Number of box cars. Open cars Horses and mules. Schedule time making trip one way. Cars run on an average of. Rate of fare per passenger. Number of passengers carried in cars during ten months. Average number of employees (including officials) during ten months.	4'feet 8½ in. 45 73 456 35 minutes. ery 4 minutes. ; children, 3c. 4,547,000

#### Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
Superintendent and clerks	\$7,910

# OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	12	2 00
Watchmen	. 12	2 00
Roadmen	.  10	1 50
Hostlers	10	1 75
Tow boys	10	1 25

PassengersACCIDENTS.	Injured.
Others	î
Total	5

#### † Officers of the Company up to July 31, 1889.

Name.	Title.	Official Address.
GEORGE W. VAN ALLEN	President	New York city.
WILLIAM B. WAIT C. B COTTRELL	Secretary	New York city.
CHARLES E. HARRIS	Superintendent	Brooklyn, N. Y.

# † Directors of the Company up to July 31, 1889.

11 (4)106.	Aleanoriue.
GEORGE W. VAN ALLEN	New York city.
Wm. H. Van Allen	New York city.
WM. B. WAIT	New York city.
C. B. COTTRELL	Rhode Island.
‡ WALTER A. JONES	West Troy, N. Y.
DAVID W. BINNS	Brooklyn, N. Y.
EDGAR H, COTTRELL	Rhode Island.

<sup>\*</sup>Included also in the report of the Brooklyn City Railroad Company.— R. R. Commissioners.
†Present officers and directors same as those of the Brooklyn City Railroad Company.
†Deceased.

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Title of company, New Williamsburgh and Flatbush Railroad Company.
Address of general offices, corner Nostrand and Park avenues, Brooklyn, N. Y.
Date of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday before October 17.
For information concerning this report, address New Williamsburgh and Flatbush Railroad Company.

# NEW YORK AND HARLEM.

(Date of charter, April 25, 1831.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realised on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	200,000	\$10,000,000	\$10,000 49

#### FUNDED DEBT.

•		Interest.		Amount	Cash real- ized on
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.	amount outstand- ing.
Consolidated mortgage Consolidated mortgage sink- ing fund	1900 1898	p.a. 7	May & Nov. Feb. & Aug.	\$12,000,000 5,000	\$12,000,00 5,00
				\$12,005,000	\$12,005,00

#### Cost of Road and Equipment.

. · ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1998,
Roadbed, superstructure and rails	\$699,590 83 8,423 02	
Total cost of road	\$703,013 86	\$21,766 307 W
EQUIPMENT.		
Horses	*\$29,960 00	\$172,760 8
Locomotives	*3.100 00	314,000 W
Wagons, trucks, snow plows, sleighs, harness and stable equipment	*1,174 28	76,855 13
Total cost of equipment	*\$34,284 28	\$1,428,685 13
Grand total cost of road and equipment up to Sept. 30, 1889.	\$668,779 57	\$33,134,949 II

<sup>\*</sup> Decrease.

# NEW YORK AND HARLEM.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
Depression of tracks, north of Harlem river	\$699,590 88 3,423 02
Total	\$708,018 85
Income Account for Year Ending September 30, 1889.	•
Gross earnings from operation,. Less operating expenses (excluding all taxes)	\$881,587 47 592,256 18
Net earnings from operation	\$239,331 29
Income from other sources, as follows, viz.: Rents 9973 00	
Rents       \$973 00         Interest       65,215 13         Miscellaneous       1,166 40	67,854 53
Gross income from all sources	\$306,685 82
Deductions from Income as follows nis .	4000,004 02
Taxes on property used in operation of road. \$14,067 15 Taxes on earnings and capital stock 8,851 46 Taxes other than above 4,179 45	27.088 06
Net income from all sources	\$279.597 76
Payments from net income, as follows, viz.: Dividends declared, 2 per cent on capital stock	200,000 00
Surplus for year ending September 30, 1889	\$79,597 76
•	
General Income Account,	
Surplus for year ending September 30, 1889	\$79,597 76 2,239,452 19 383,040 00
Total surplus September 30, 1889	
Total surplus September 30, 1889	\$2,792,089 95
Analysis of Gross Earnings and Operating Expenses.	\$2,792,089 95
·	\$2,792,089 95
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.	\$2,702,089 95
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  OPERATING EXPENSES.	\$2,792,Q89 95 \$831,587 47 \$88,572 09
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  OPERATING EXPENSES.	\$2,792,099 95 \$831,587 47 \$83,572 09 2,996 63
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Bepairs of buildings and ther vehicles.  Repairs of harness and other vehicles.	\$2,702,080 95 \$831,587 47 \$83,572 09 2,996 63 27,487 25
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Bepairs of cars and other vehicles.  Repairs of harness and stable equipment.	\$2,702,099 95 \$631,587 47 \$88,572 09 2,996 53 27,487 26 9,441 49 19,653 74
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Bepairs of cars and other vehicles.  Repairs of harness and stable equipment.	\$2,702,080 95 \$831,587 47 \$83,572 09 2,986 53 27,441 49 19,683 74 42,545 00
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Bepairs of cars and other vehicles.  Repairs of harness and stable equipment.	\$2,702,080 95 \$831,587 47 \$38,572 09 2,996 53 27,487 25 9,441 49 19,653 74 42,545 00 101,363 70 23,982 48
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Bepairs of cars and other vehicles.  Repairs of harness and stable equipment.	\$2,792,099 95 \$831,\$87 47 \$83,572 09 2,996 63 27,487 25 9,441 49 19,653 74 42,545 00 101,363 70 23,982 48 176,078 09
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of horizes and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$2,702,089 95 \$831,587 47 \$88,572 09 2,986 53 27,487 26 9,441 49 19,653 74 42,545 00 101,388 70 22,982 48 176,078 09 112,192 58
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of horizes and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$2,792,099 95 \$831,\$87 47 \$38,572 09 2,996 53 27,487 25 9,441 49 19,653 74 42,545 00 101,363 70 23,992 48 176,078 09 112,192 58 3,204 04 1,364 80
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Demages to persons and property	\$2,702,080 95 \$831,587 47 \$83,572 09 2,996 53 27,441 49 19,653 74 42,545 00 101,383 74 2176,078 09 112,192 88 3,204 04 1,264 80 14,844 54
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Demages to persons and property	\$2,702,089 95 \$831,\$87 47 \$38,572 09 2,996 63 27,487 25 9,441 49 19,683 74 42,545 00 101,383 70 23,982 48 176,078 09 112,192 68 8,204 04 1,264 30 14,824 64 6,649 20
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Demages to persons and property	\$831,587 47 \$83,572 09 2,996 53 27,487 25 9,441 49 19,663 74 42,545 00 101,383 74 176,078 09 112,192 68 3,204 04 1,264 30 14,824 54 6,649 20 1,625 20 5,491 67
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of horizes and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$2,702,089 95 \$831,587 47 \$38,572 09 2,996 63 27,487 25 9,441 49 19,653 74 42,545 00 101,363 70 23,982 48 176,078 09 112,192 58 3,204 04 1,264 30 14,824 64 6,649 20 1,625 20
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing, and office expenses	\$2,702,089 95 \$631,587 47 \$38,572 09 2,986 53 27,487 26 9,441 49 19,683 74 42,545 00 101,383 70 23,582 48 176,078 98 112,192 68 3,204 04 1,264 30 14,824 54 6,649 20 1,625 20 5,491 67 4,299 28
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles.  Repairs of harness and stable equipment.  Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars.  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.  Light and fuel Water tax  Damages to persons and property.  Legal expenses.  Advertising, printing, and office expenses.  Insurance.  Contingencies.  Use of other roads.	\$2,702,089 95  \$831,\$87 47  \$838,572 09 2,996 63 27,487 25 9,441 49 19,663 74 42,545 00 101,383 70 23,982 48 176,078 09 112,192 68 3,204 04 1,264 30 14,624 66,649 20 1,625 20 5,491 67 4,299 28 636 00
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing, and office expenses Insurance Contingencies. Use of other roads.	\$2,702,089 95  \$831,\$87 47  \$838,572 09 2,996 63 27,487 25 9,441 49 19,663 74 42,545 00 101,383 70 23,982 48 176,078 09 112,192 68 3,204 04 1,264 30 14,624 66,649 20 1,625 20 5,491 67 4,299 28 636 00
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of horses and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing, and office expenses. Insurance Oontingencies. Use of other roads  Total operating expenses	\$2,702,089 95  \$831,587 47  \$38,572 09 2,986 53 27,487 25 9,441 49 19,653 74 42,545 00 101,388 70 23,982 48 176,078 09 112,192 58 3,204 04 1,224 54 6,649 20 1,625 20 5,491 67 4,299 28 636 00

Current assets, as follows, viz : Cash on hand Bills receivable Open secounts Supplies on hand	\$28,178 16 361,106 87 784,698 18 62,067 60	
Due from N. Y. C. and H. R. R. R. Co. on account of advance	es for construc-	\$1,296,650 %
tion:	•••••••••••••••••••••••••••••••••••••••	292,577 22 234,744,672 16
Liabilities.	•	
Capital stock		\$10,000,000 00 12,005,000 00
Current liabilities, as follows, viz.: Dividends and interest unpaid. Bills payable. Open accounts Profit and loss (surplus)		94 GB 3
Characteristics of Road, Equipme	mt Etc	
Length of railway owned by company, as follows: Single track, main line, from Post Office to Mott Haven Single track, branch, from Thirty-fourth street and Fourthirty-fourth Street ferry		Miles. 1.59
Total length of single track on main line and branch. Second track on main line and branch. Sidings on main line and branch	••••••	8.25 8.25 .50
Total length of all tracks and sidings owned		17
		2 1001 9 3 117
Weight of rails per yard. Gauge of track. Number of box cars. Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger Number of passengers carried in cars during year. Average number of employees (including officials) during Wages, Etc., of Employees	year	ur and 32 min ninutes apart 5 cents 16,631.74
Number of passengers carried in cars during year	year	Ur and 32 min. 1.139 ur and 32 min. 16.681.74
Number of passengers carried in cars during year.  Average number of employees (including officials) during  Wages, Etc., of Employees  Conductors Drivers Starters Watchmen Switchmen	Average number of hours on duty per day.	Wagos per day.
Number of passengers carried in cars during year. Average number of employees (including officials) during  Wages, Etc., of Employees  Conductors Drivers. Starters Watchnen	Average number of hours on duty per day.	Wages per day.
Number of passengers carried in cars during year. Average number of employees (including officials) during  Wages, Etc., of Employees  Conductors Drivers. Starters Watchmen Switchmen Roadmen	Average number of hours on duty per day.	Wagos per day.  S3 00 2 00 1 30 1 30 1 30 1 30 1 30 1 30
Number of passengers carried in cars during year.  Average number of employees (including officials) during  Wages, Etc., of Employees  Conductors Drivers Starters Watchmen Roadmen Hostlers  Accidents.  Passengers injured.	Average number of hours on duty per day.	Wagos per day.  S3 00 2 00 1 30 1 30 1 30 1 30 1 30 1 30
Number of passengers carried in cars during year.  Average number of employees (including officials) during  Wages, Etc., of Employees  Conductors Drivers Starters Watchmen Ryttchmen Roadmen Hostiers  Accidents.  Passengers injured Others not employees, injured	Average number of hours on duty per day.	Wages per day.  92 e0 2 e0 2 e0 1 93 1 55 \$1 60 to 2 e0 1 75

# NEW YORK AND HARLEM.

#### Directors of the Company.

Directors of the company.	
Name.	Residence.
Cornelius Vanderbilt	New York city.
WM. K. VANDERBILT	New York city.
FRED. W. VANDERBILT	New York city.
SAML, F. BARGER	New York city.
JOHN B. DUTCHEB	Pawling, N. Y.
CHAUNCEY M. DEPEW	New York city.
JOHN E. BURRILL	New York city.
WM. H. LEONARD	New Castle, N. Y.
CHAS. C. CLARKE.	Sing Sing, N. Y.
Francis P. Freeman	New York city.
ROBERT SCHELL	New York city.
SAME, D. BABOOOK	New York city.
ALFRED VAN SANTVOORD	New York city.

Title of company, New York and Harlem Railroad Company.
Address of general offices. Grand Central Depot, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in May.
For information concerning this report, address E. V. W. Rossiter, Secretary and Treasurer.

# NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1882.)

For history of organization, see Report of 1885.

#### Capital Stock.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	\$50,000 00	•
Issued for actual cash	1,475 ½ 284 ½	\$36,887 50 7,112 50	\$36,887 50
Total now outstanding	1,760	\$44,000 00	\$36,887 50

#### Cost of Road and Equipment.

Cost of North and Equipment.	
Road.	Total cost up to Sept. 30, 1889.
Roadbed, superstructure and rails Real estate Buildings and fixtures	\$23,477 76 1,600 00 8,027 10
Total cost of road	\$83,104 85
Horses Harness Cars. Wagons, trucks, snow-plows, sleighs	561 65 8,266 44 402 68
Total cost of equipment	\$15,195 86
Total cost of road and equipment up to September 30, 1889	\$48,300 72
Income Account for Year ending September 30, 188	19.
Gross earnings from operation	\$18,811 46 14,481 18
Gross income from all sources	\$4,330 28

<sup>\*</sup> Decrease, four horses sold, \$240.

Deductions from income, as follows, viz.  Taxes on property used in operation of road	
Deductions from income, as follows, viz.: Taxes on property used in operation of road	\$601 ST
Net income from all sources.	\$3,68 3
Payments from net income, as follows, viz.:  Dividends declared, 10 per cent on capital stock	4,400 90
Deficit for year ending September 30, 1889	\$5Q 0
General Income Account.	
Deficit for year ending September 30, 1889	6,614 B
Total surplus September 30, 1889	\$5, <b>28</b> 3 B
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers.	\$18,811 #
OPERATING EXPENSES.	
Renairs of roadhed and track	205 17
Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing	70 %
Repairs of cars and other vehicles.	499 % 232 Ti
Horseshoeing	594 Ri
Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wagne of conductors and divore	77 48
Salaries of general officers and clerks.	3,996 @ 1,911 %
Wages of conductors and drivers	2,835 S 2,558 %
Vages of watchmen, starters, switchmen, roadmen, hostiers, etc	70 8
W STAP LAX	116 🖤
Damages to persons and property	17 S 13 S
Legal expenses Advertising, printing, and office expenses.	480 TS 207 00
Insurance Removal of snow and ice	207 00 24 17
Removal of snow and fee	
Total operating expenses.	\$14,40 1
General Balance Sheet September 30, 1889.	
Aserts.	
Cost of road	933,104 # 15,195 #
_ •	10,100 0
Current assets, as follows, viz.:	2.5
Cash on hand	140 0
Supplies on hand	88 X
	340,367
• Liabilities.	•
Capital stock	944,000 0
Open accounts Profit and loss (surplus)	110 <b>0</b> 5,363 U
·	1 96,00¢
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.:	Miles.
Single track, main line, from Niagara Falls to Suspension Bridge	1.99
Sidings on main line	.0
Total length of all tracks and sidings owned	1.00
A December of the state of the	-

# NIAGARA FALLS AND SUSPENSION BRIDGE.

Weight of rails per yard	38 lbs.
Gauge of track	4 ft. 8% in.
Number of box cars.	
Open cars	. 8
Horses and mules Schedule time making trip one way.	ot 41
Schedule time making trip one way	25 min.
Cars run, in summerEv	overy 17 min.
Rate of fare per passenger Cash, 50,; tickets, 6 for 250.; limited time	ery izze min.
Number of passengers carried in cars during year	409 079
Average number of employees (including officials) during year	17
21 Volume I almost vi ompioyous (mostains omoines, daring your	

# Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS.	Annual salary.
General officers		 

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Watchmen Hostlers	12 12 12 12	\$1 33 1 88 1 33 1 33

# Officers of the Company.

Name.	Title.	Official Address.
Benjamin Flagler John Mackay ARTHUR SCHORLLROPF	President	Suspension Bridge, N. Y.
ARTHUR SCHORLLROPF	Treasurer	Niagara Falls, N. Y. Suspension Bridge, N. Y.

# Directors of the Company.

	•
Name.	Residence.
Benjamin Flagler	Suspension Bridge, N. Y.
KONBAD FINE	Suspension Bridge, N. Y.
AMOR W. R. HENNING	Suspension Bridge, N. V.
M. S. LANGE	Suspension Bridge, N. Y.
ARTHUR SCHOELLKOPF	Niagara Falls, N. Y.
A. S. CUDABACK	Suspension Bridge, N. V.
GEORGE BARKEB	Niagara Falls, N. Y.
HENRY C. HOWARD	Niagara Falls, N. Y.
JOHN MACKAY	Niagara Falls, N. Y.
W. R. CAMPBELL.	Niagara Falls, N. Y.
A. H. Gluck	Niagara Falls, N. Y.
JACOB F. SCHOELLEOPF	Buffalo, N. Y.
GEORGE KNIBBS	Niagara Falls, Ont.

Title of company. The Niagara Falls and Suspension Bridge Railway Company. Address of general offices, Niagara Falls, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, third Thursday in September. For information concerning this report, address A. Schoellkopf, Treasurer.

# NINTH AVENUE (New York city).

(Date of charter, July 29, 1859.)

# For history of organization, see Report of 1885.

# Capital Stock.

	No. of shares.	Par value.	Cash realise on amount outstanding
Authorized by law or charter	8,000	\$800,000	
Issued for actual cash	1,518 6,105	\$151,300 610,500	\$10.20
Tetal now outstanding	7,618	\$761,800	\$1.51.30
. Cost of Road a	nd Equipmen	ıt.	
ROAD.		Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept.
Roadbed, superstructure and rails		<b>\$527</b> 10	\$178,619 E 9,373 B
Total cost of road	•	\$527 10	\$187,882 Q
Horses	•••••	\$11,400 00 8,000 00	\$70,000 tt
Total cost of equipment		\$19,400 00	\$107,000
Grand total cost of road and equipment		\$19,927 10	
DETAILS OF ADDITIONS OF BETALLS OF ADDITIONS OF BETALLS OF ADDITIONS OF BETALLS OF ADDITIONS OF BETALLS OF ADDITIONS OF BETALLS OF ADDITIONS OF BETALLS OF ADDITIONS OF ADDITI	by the city		9657 )4 11,400 8 8,000 8
Income Account for Year B	inding Septer	nber 30, 1889	
Gross earnings from operation	 AS)	•••••••	6000,343 % 172,135 6
Net earnings from operation			
Income from other sources, as follows, viz.: Rents and interest.			6,004 #
Gross income from all sources			\$20,5E 5
Deductions from income, as follows, viz.: Taxes on property used in operation of rose Taxes on earnings and capital stock	1	\$2,014 48 11,268 18 12,500 00	
Surplus for year ending September 30, 1	200°	•	20,84 S
perchine for less andrug palements, 20' is	×	••••••	66.0 mm

#### General Income Account.

Surplus for year ending September 30, 1889	\$10,584 60 448,308 98	1
Total deficit September 30, 1899.	\$487,774 38	
Analysis of Gross Earnings and Operating Expenses.		
EARNINGS. From passengers	\$202,343 94	
Containers Promotes		1
OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Contingencies Car licenses	7,955 50 88,495 50 38,428 91 5,269 91 47,446 57 31,562 98 2,947 49 620 18 7,967 47 5,127 44 604 00 933 75 1,812 89	
Total operating expenses		•
•		ı
General Balance Sheet September 30, 1889.		
Assets.		
Cost of road	\$187,892 01 107,850 00	į
Other permanent investments, as follows, viz.: Stock of other companies	760 00	,
Current assets, as follows, viz.:       \$9.305 71         Cash on hand       \$9.305 71         Loans       14,000 00         Supplies on hand       \$,475 40         Sundries       742 50         Profit and loss (deficiency)	27,528 61 487,774 38	
•	\$761,800 00	
	\$102,000 W	
Liabilitier		
Capital stock	<b>6761 900 00</b>	
ouplies soon	\$101,500 00	,
Characteristics of Road, Equipment, Etc.		
Length of raikeay owned by company, as follows:  Single track, main line, from Fulton street to One Hundred and Twenty-	Miles.	,
fifth street. Second track on main line	8 8	
Total length of all tracks owned	16	į
Weight of rails per yard Gauge of track Number of box cars Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger Number of passenger carried in cars during year Average number of employees (including officials), during year	1 hr. 20 min.	

# Salaries, Wages, Etc., of Officers and Other Employees.

OFFICERS AND CLERKS.	Annual sales,
General officers	\$5.114 W

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Starters Watchmen Switchmen Boadmen Hostlers Horseshoers Oilers Lampmen and car cleaners	10 9 10 10 10 10 10	20 26 19 19 13 13 36 36

#### Officers of the Company.

Name.	Title.	Official Address
GEORGE LAW	President	New York city.
JACOB HAYS	Vice-President	New York city.
James Affleck	Secretary and Treasurer	New York city.
JAMES G. AFFLECK	Assistant Secretary and Treasurer	New York of
LOUIS P. FOULK	Superintendent	NOW LOTE CITY.

#### Directors of the Company.

Name.	Residence.
GEORGE LAW	New York city.
JACOB HAYS	New York city.
PAUL N. SPOFFORD	New York city.
E. St. JOHN HAYS	
JOSEPH J. O'DONOHUE.	New York city.
JOSEPH H. GODWIN	New York city.
OTIS W. RANDALL.	
G. Granville Wright	Cambridge N. I.
HEMAN B. WILSON	New York city.
James Affleck.	Yonkers N.Y.
STEPHEN H. HERRIMAN	Brooklyn, N.Y.
WILLIAM RAVESTYN	Brooklyn N Y
James G. Affleck	Yonkers N Y

Title of company, The Ninth Avenue Railroad Company.
Address of general offices, corner Fifty-fourth street and Ninth avenue, New Ion city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Monday in January.
For information concerning this report, address J. Affieck, Secretary, No. 200 Finite avenue, New York city.

#### NORTH AND EAST GREENBUSH.

(Date of charter, May 10, 1873.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value
Authorized by law or charter and now outstanding	500	\$50,600

\$9,789 86

#### FUNDED DEBT

<b>Г</b> ОИD	ED DEBT.				
•			INTEREST.		
Designation of Lien.	When due.	Rate.	When payable.	Amount outstand-ing.	
irst mortgage bonds	May 1, 1911	p.c. 5	May 1, Nov.	1 \$29,000	
Cost of Road	and Equipm	ent.	•	•	
Road.			Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to September 30, 1889.	
Roadbed, superstructure and rails	stion		<b>\$595</b> 55	\$13,258 47 1,500 00 2,287 69 7,181 62 50,000 00	
Total cost of road			\$595 55	\$74,172 78	
Horses Equipment. Harness'		•••	\$100 00	\$4,080 00 888 94 3,836 88	
Total cost of equipment		[	\$100 00	\$8,800 82	
Grand total cost of road and equipment			\$695 00	\$82,973 60	
DETAILS OF ADDITIONS OR E Additions to buildings	• • • • • • • • • • • • • • • • • • • •	••••	•••••	-	
I Otal	•	••••	**************		
Income Account for Year Gross earnings from operation Operating expenses (excluding all taxes)			•		
Deficit from operation				. \$925 70	
Deductions from income, as follows, viz.: Taxes on earnings and capital stock Interest on funded debt due and accrued	•••••	• • • • •	\$290 51 1,284 50		
Deficit for year ending September 30,	1889			. \$2,390 77	
General I	ncome Accou	mt.			
Deficit for year ending September 30, 1888 Deficit up to September 30, 1888	)		••••••	. <b>82,</b> 390 77	

Analysis of Gross Earnings and Operating Expenses.

OPERATING EXPENSES.	
Repairs of roadbed and track	# 5
_stable equipment	22 j
Provender (including expense of grinding)	1,54
Provender (including expense of grinding) Salaries of general officers and clerks, wages of conductors, drivers, watchmen, starters, switchmen, roadmen, hostlers, etc	1.E1
Ingresses	40
Removal of snow and ice Rentals to bridge and Albany Railway	14.3
Incidental expenses	1,1E **
Total operating expenses	\$30.78 :
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$54,171 S
Other permanent investments	20
Current assets, as follows, viz.:	381
Cash on hand	4,15
•	95.0
Liabilities. =	\$60.00
Capital stock	20,00
Current liabilities, as follows, viz.:	
Interest due and accrued	4,130 1,300
Bills payableOpen accounts	2,5%
_	967,539
Characteristics of Road, Equipment, Etc.	`
Single track, main line	1.7 m <sup>9</sup>
Gauge of track Number of box cars	4 13.47
Upen cars	
Schedule time making trip one way	3 2
Cars run from 7 A. M. to 11 P. M	PAGLA 2 III
Schedule time making trip one way.  Cars run from 7 A. M. to 11 P. M.  Rate of fare per passenger Tickets In city.	5 00E
\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\	10.1
Wages, Etc., of Employees.	
Average	
number of hours on duty	Wages Der day.
per day.	<b>pu</b>
Drivers. 14	
Hostlers 12	: 
Officers of the Company.	
Name, Title, Official Ade	iress.
A. BLEECKER BANKS President	
	N. Y.
Directors of the Company.  Name. Residence.	
A. VAN VECHTEN	•
HENRY FALKE. Albany, N. Y	•
Henry Faire Albany, N. Y J. W. Andrews Albany, N. Y J. E. Frederick Albany, N. Y	•
J. W. Gascoigne Greenbush,	

Title of company, North and East Greenbush Horse Railroad Company.
Address of general offices, 473 Broadway, Albany, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, January 17.
For information concerning this report, address A. Bleecker Banks, President.

# OGDENSBURG.

(Date of charter, December 22, 1885.)

#### Capital Stock.

Authorized by law or charter	700	\$70,000	
[saued for actual cash			
issued on account of services	275 10	\$27,500 1,000	\$27,500 1,000
Total now outstanding	285	\$28,500	\$28,500

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails		\$17,479 64 900 00 126 17
Total cost of road	••••••	\$18,505 81
EQUIPMENT.  Horses Gars Wagons, trucks, snow plows, sleighs		\$3,092 50 338 50 5,166 34 1,227 21
Total cost of equipment	*895 00	\$9,819 55
Grand total cost of road and equipment	*\$95 00	\$28,325 36

DETAILS OF ADDITIONS OR BETTERMENTS DUBING THE YEAR.		
One horse, \$125, less horse sold. \$30	\$95	00
Income Account for Year Ending September 30, 1889.		
Gross earnings from operation	\$6,095 6,811	
Net loss from operation	\$226	59
Income from other sources, as follows, viz.:  Drawing fire engine	7	50
Loss from all sources	\$219	09

<sup>\*</sup>This item should not appear here: the transaction belongs to operating expenses, and should appear under renewals of horses.

# 862 REPORT OF THE RAILROAD COMMISSIONERS.

Taxes on earnings and capital stock 75 85 Taxes other than above 19 96	graga Series
Deficit for year ending September 30, 1889.	-
General Income Account.	
Deficit for year ending September 30, 1889	
Total surplus September 30, 1889	9 (4.13)
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	86.65 5
From passengers.	,,
OPERATING EXPENSES,	
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules. Provender (including expense of grinding). Salary of superintendent Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Water tax Damages to persons and property Insurance Removal of snow and ice Contingencies.	ABRE SEE SEE SEE SEE SEE SEE SEE SEE SEE S
Total operating expenses	<b>96.3</b> 7) b
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	2 200,922 2 (20,0
Cost of road	
Cost of road	B (13), C
Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand	1,25 1
Cost of road	1,25 1
Cost of road Cost of equipment.  Current assets, as follows, viz.:  Cash on hand  LIABILITIES.  Capital stock.	2 (25, E
Cost of road Cost of equipment.  Current assets, as follows, viz.:  Cash on hand  LIABILITIES.  Capital stock.	9,80 S 1,275 Z 209,600 G 209,800 G 1,100 G
Cost of road. Cost of equipment.  Current assets, as follows, viz.: Cash on hand  LIABILITIES.  Capital stock. Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	9,89 8 1,25 E 209,60 6 208,60 6 1,10 6 209,60 5
Cost of road. Cost of equipment.  Current assets, as follows, viz.: Cash on hand  LIABILITIES.  Capital stock. Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	9,89 8 1,25 E 209,60 6 208,60 6 1,10 6 209,60 5
Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand  Liabilities.  Capital stock. Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railroay owned by company, as follows: Single track, main line, from railroad bridge to New York avenue. Single track, branch, from Ford street to Cemetery. Single track, branch, from Ford street to Cemetery. Single track, branch, from Ford street to Geneburg railroad. Single track, branch, from Ford street to Geneburg railroad. Single track, branch, from Ford street to Geneburg railroad.	9,89 8 1,25 E 209,60 6 208,60 6 1,10 6 209,60 5
Cost of road. Cost of equipment.  Current assets, as follows, viz.: Cash on hand  LIABILITIES.  Capital stock. Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.	1,25 E 20,00 d 20,00 d 1,10 S 20,00 C 20,00 C 20,00 C 21,10 S 21,10 S 21,10 S
Cost of road. Cost of equipment.  Ourrent assets, as follows, viz.: Cash on hand  Liabilities.  Capital stock. Profit and loss (surplus).  Characteristics of Road, Equipment, Etc.  Length of railroay owned by company, as follows: Single track, main line, from railroad bridge to New York avenue. Single track, branch, from Ford street to Cemetery. Single track, branch, from Ford street to Cemetery. Single track, branch, from Ford street to Genesburg railroad. Single track, branch, from Ford street to Gensburg railroad. Single track, branch, from Ford street to ferry.  Total length of single track on main line and branches. Sidings on main line and branches.	9,83 8 1,97 1 239,60 6 239,60 6 1,100 6 259,60 6 259,60 6 1,10 2,10 1,10 1,10 1,10 1,10 1,10 1,10

. Wages, Etc., of Employees.			
•		Average number of hours on duty per day.	Wages per day.
Conductors Hostlers.	• • • • • • • • • • • • • • • • • • • •	12	\$1.4 1.0
PassengersAccom			Injured
Officers of the	Company.		
Name, Title.		Official	Address.
W. H. Daniels	ntry For Stendent	Ogdens Ogdens Ogdens Ogdens	burg, N. Y. burg, N. Y. burg, N. Y. burg, N. Y.
Directors of th	20 Company.		sidence.
W. L. PROOTER W. L. PROOTER H. B. HOWARD E. A. NEWELL S. H. PALMER R. E. WATERMAN JOHN M. KELLOGG  Title of company, Ogdensburg Street Railw Address of general offices, Ogdensburg, N. Date of close of fiscal year, September 30. For information concerning this report, add	••••••	Оқфана	ourg, N. 1.
•		ien, lidesuidi	
	an.		
. OLE	an.		
. OLE	AN. March 1, 1890.		
OLE. (Date of charter,	AN. March 1, 1990.		•
OLE (Date of charter,  For history of organization, see Report of 1:  Capital	AN. March 1, 1990.		Cash realize
OLE (Date of charter,  For history of organization, see Report of 1:  Capital	AN. March 1, 1880. 886. Stock.	·	Cash realize on amount outstanding.
OLE (Date of charter,  For history of organization, see Report of 1  Capital  Authorized by law or charter	AN. March 1, 1880. 886. Stock. No. of shares.	Par value. \$18,000 10,000	Cash realized on amount outstanding.
OLE (Date of charter, (Date of charter, For history of organization, see Report of 1: Capital  Authorized by law or charter	AN.  March 1, 1880.  885.  Stock.  No. of shares.  180 100	Par value. \$18,000 10,000	Cash realized
OLE (Date of charter,  (Date of charter,  For history of organization, see Report of 1:  Capital  Authorized by law or charter	AN.  March 1, 1880.  886.  Stock.  No. of shares.  160 100  ad Equipment.	Par value. \$18,000 10,000	Cash realized on amount outstanding.

# 864 REPORT OF THE RAILBOAD COMMISSIONERS.

EQUIPMENT.	
Horses	型, ]\$ b 第 5
Cars	1.90 G
Total cost of equipment	84.113 6
Grand total cost of road and equipment.	\$15,59 6
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	<b>36,78</b> E 5,179 h
Net earnings from operation	11.65 12
Deductions from income, as follows, viz.:         361 82           Taxes on property used in operation of road         48 98           Taxes on earnings and capital stock         48 98           Taxes other than above         17 43           Interest and exchange         38 60	146 š
Surplus for year ending September 30, 1889	和.使了
General Income Account.	
Surplus for year ending September 30, 1889	复.安3
Surplus up to September 30, 1888	6,121 1
Total surplus September 30, 1889	1 <b>4.9</b>
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers	\$1,391 \$ 2,481 \$
Total gross earnings	\$6,76 0
Operating Expenses,	
Repairs of roadbed and track	200 b
Repairs of buildings and fixtures. Repairs of cars and other vehicles. Bepairs of harness and stable equipment	36 T
Horseshoeing	<b>% 1</b>
Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks.	35 S 174 T
Salaries of general officers and clerks.	1.69 6
Wages of conductors and drivers	1,52.9
Light and fnal	54 E
Water tax Advertising, printing and office expenses	8.7
Insurance	¥ ¥ 10 \$
Insurance Removal of snow and ice Contingencies.	3 (
Total operating expenses	<b>65,179</b> M
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$11,5% E
Current assets, as follows, viz.:	<b>នា</b>
Bills receivable	100 G
Bills receivable	196 94
-	217.86 77

Liabilities.		
Capital stock	• • • • • • • • • • • • • • • • • • • •	\$10,000 00
Ourrent liabilities, as follows, viz.:		
Bills payable	• • • • • • • • • • • • • • • • • • • •	. 100 00
Open accounts. Profit (surplus).	••••••	. 401 39 . 6.584 38
		\$17,085 77
Characteristics of Road, Equipme	ent, Etc.	
Length of railway owned by company, as follows, viz.:		Miles.
Single track, main line, from South street to Erie railroad Sidings on main line	•••••	. 09
Total length of all tracks and sidings owned	•••••	1.19
Weight of rails per yard		25 lbs.
Gauge of track		3 ft. 6 in.
Number of box cars	• • • • • • • • • • • • • • • • • • • •	. 8
Horses and mules Schedule time making trip one way	• • • • • • • • • • • • • • • • • • •	20 min.
Carrara run.		Kvarv 20 min
Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials), during	••••••	. 5 cents. 86.691
Average number of employees (including officials), during	year	. 6
Salaries, Wages, Etc., of Officers and	Employees.	
Officer.		nanal salam
Superintendent		Annual salary. \$1,080 00
OTHER EMPLOYEES,		
OTHER EMPLOYEES.	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	number of hours on duty per day.	Wages per day.
Conductors and drivers	number of hours on duty per day.	\$1 33% 1 50
Conductors and drivers	number of hours on duty per day.	91 93%
Conductors and drivers	number of hours on duty per day.	\$1 93% 1 50 1 16½
Conductors and drivers	number of hours on duty per day.	\$1 93% 1 50 1 16½
Conductors and drivers	number of hours on duty per day.	\$1 33% 1 50 1 16% 1 16%
Conductors and drivers. Drivers, baggage express. Roadmen Hostlers.  Officers of the Company.  Name.  Title,	number of hours on duty per day.	\$1 33% 1 50 1 16% 1 16%
Conductors and drivers	number of hours on duty per day.	\$1 33% 1 50 1 16% 1 16%
Conductors and drivers Drivers, baggage express Roadmen Hostlers  Officers of the Company.  Name. Title.  JOHN FOBES President and Superinter M. W. Barse Secretary and Treasurer JOHN LOTES Superintendent.  Directors of the Company.	number of hours on duty per day.  8 10 8 10 Office dent Olea Olea Olea	#1 33% 1 50 1 16% 1 16% 1 16%  al Address. n, N. Y. n, N. Y. n, N. Y.
Conductors and drivers Drivers, baggage express. Roadmen. Hostlers.  Officers of the Company.  Name. Title. JOHN FORES	number of hours on duty per day.  8 10 8 10 Offici adent Olea Olea Olea Re	al Address, n, N. Y. n, N. Y. esidence.
Conductors and drivers Drivers, baggage express. Roadmen. Hostlers.  Officers of the Company.  Name. Title. JOHN FORES	number of hours on duty per day.  8 10 8 10 Offici adent Olea Olea Olea Re	al Address, n, N. Y. n, N. Y. sesidence, an, N. Y.
Conductors and drivers. Drivers, baggage express. Roadmen Hostlers.  Officers of the Company.  Name. Title. JOHN FORS. President and Superinter M. W. Babse. Secretary and Treasurer JOHN LOTES  Directors of the Company.  Name.  M. W. Babse. D. C. Le Fever. C. S. Carby.	number of hours on duty per day.  8 10 8 10 Offici	al Address.  a. N. Y.  n. N. Y.  n. N. Y.  n. N. Y.  n. N. Y.  sesidence.  san, N. Y.  falo. N. Y.  fan, N. Y.
Conductors and drivers Drivers, baggage express. Roadmen Hostlers  Officers of the Company.  Name. Title, JOHN FOBES. President and Superinter M. W. Barse. Secretary and Treasurer JOHN LOTES. Superintendent.  Directors of the Company.  Name.  M. W. Barse. D. C. Le Fever. C. S. Carry. JOHN FOBES.	number of hours on duty per day.  8 10 8 10 Offici	al Address.  a. N. Y.  n. N. Y.  n. N. Y.  n. N. Y.  n. N. Y.  sesidence.  san, N. Y.  falo. N. Y.  fan, N. Y.
Conductors and drivers. Drivers, baggage express. Roadmen Hostlers.  Officers of the Company.  Name. Title. JOHN FORS. President and Superinter M. W. Babse. Secretary and Treasurer JOHN LOTES  Directors of the Company.  Name.  M. W. Babse. D. C. Le Fever. C. S. Carby.	number of hours on duty per day.  8 10 8 10 Offici adent. Olea Olea Olea Ole Ole Ole Ole Ole	al Address.  al Address.  n, N. Y.  n, N. Y.  soldence.  an, N. Y.  falo. N. Y.  an, N. Y.  an, N. Y.  an, N. Y.

Title of company, Olean Street Railway Company, Address of general offices, No. 264 Union street, Olean, N. Y. Date of close of fiscal year, January 1. Date of stockholders' annual meeting, first Tuesday in September. For information concerning this report, address Olean Street Railway Company.

# ONEIDA.

(Date of charter, May 14 1885.)

For history of organization, see Report of 1886.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. o	f shares.	P	ar value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding		300		\$15,000	\$13,50
Funded	DEB	т.			· · · · · · · · · · · · · · · · · · ·
. Designation of Lien.		Rate o		Amount outstand-ing.	Cash realized on amount outstand- ing.
Notes		Per cen	4	\$2,300	22.20
Cost of Road an	d E	quipmer	ıt.	•	
ROAD.		•	du en	ditions or tterments ring year ding Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	•••••		•••		\$11,926 #
EQUIPMENT. Horses			 	\$57 00	\$1,322 @ 119 & 3,441 % 95 @
Total cost of equipment			_	\$57 00	\$4,977 8
Grand total cost of road and equipment				\$67 00	\$16,905 B
DETAILS OF ADDITIONS OR BETT One horse	••••	•••••••	••••		\$57 40
Gross earnings from operation		_		-	
Gross income from all sources	• • • • •		••••	• • • • • • • • • • • • • • • • • • • •	\$290 <b>6</b> 6
Deductions from income, as follows, viz.:  Taxes on property used in operation of road.  Taxes on earnings and capital stock  Interest on funded debt due and accrued				50 47	•
D 0 14 4			-		327. 55
Deficit for year ending September 30, 1889.	• • • • •	• • • • • • • • • • •	• ••	• • • • • • • • • • • • • • • • • • • •	\$51 77

# ONEIDA.

# General Income Account.

General Income Account.	
Deficit for year ending September 30, 1889	\$37 77 1,253 87
Total surplus September 30, 1889	\$1,216 10
Analysis of Gross Earnings and Operating Expense	es.
Earnings.	
From passengers	\$4,466 70
• OPERATING EXPENSES,	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of oars and other vehicles Repairs of harness and stable equipment Horseshoeing Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors, drivers, watchmen, starters, switchmen, roadmen hostlers, etc Light and fuel Water tax Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Rent. Salt Medicine. Loss on sale of real estate	24 06 40 01 60 20 155 61 762 20 275 00 1, 2,095 95 93 86
Removal of snow and ice	. 27 44
Rent	150 00 18 04
Medicine	27 85
Loss on sale of real estate	. 262 00
Total operating expenses	
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	. \$11,928 02
Cost of equipment	4,977 88
Ourrent assets, as follows, viz.:	
Cash on hand	. 110 25
·	\$17,016 10
Liabilities.	
Capital stock Funded debt Profit and loss (surplus)	. \$13,500 00 2,300 00 1,216 10
•	\$17,016 10
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, single track, main line, from Oneida to West Shore Railroad.  Weight of rails per yard Gauge of track Number of box cars. Horses and mules. Schedule time making trip one way Oars run. Every 20 minutes from each Rate of fare per passenger Number of passengers carried in cars during year.  Average number of employees (including officials) during year.	. 4 IL 8% ID. . 3 . 8 . 20 min.
Salaries, Wages, Etc., of Officers and Employees.	
Officers.	Annual salary.
President	. \$300 00
OTHER EMPLOYEES. Was	es per month.
Drivers	\$37 50
Hostler	30 00

# Officers of the Company.

Name.	Title.	Official Address.
W. E. NORTHRUP	President	Oneida, N. T.
J. J. Hodge	Secretary and Treasurer	Oneida, N. I.
CHAS. BONTA	Superintendent	Oneids, N. Y.
	Directors of the Company.	
Name.		Residence.
John E. Stone		Oneida, N. Y.
H. S. Klock	***************************************	Oneida, N. L.
SEYMOUR HARVEY	***************************************	Oneida, N. <u>Y</u> .
Habriet Stone	***************************************	Oneida, N. I.
J. J. Hodge	*****	Oneida, N. I.
E. E. Coon	***************************************	Oneida, N. Y.
E. J. Brown		Oneida, N. I.
W. E. NORTHBUP	***************************************	Oneida, N. Y.
DAVID H. WALBATH	***************************************	Oneida, N. L
Title of company, One	da Railway Company.	·
General offices at Onei	ua, N. I.	
Date of close of fiscal	year, september so.	
	nnual meeting, second Tuesday in October.	-1.44
ror information concei	ming this report, address W. E. Northrup, Pres	sident.
	•	

# ONBIDA STREET (Utica).

(Date of charter, January 12, 1887.)

For history of organization, see Report of 1887.

#### Capital Stock.

	No. of shares.	Par value.	Cash realise on amount outstanding
Authorized by law or charter	400	\$40,000	
Issued for actual cash	65 318 17	\$6,500 \$1,800 1,700	9650 Ø
Total now outstanding	400	\$40,000	9652 0

Cost of Road and Equipment.	Radal and my
ROAD.	Cotal cost up t Sept. 30, 1984.
Roadbed, superstructure and rails	99,85 % 1,51 # 26,85 d
Total cost of road	. \$57,50 °
EQUIPMENT.	
Cars	3,35 5
Grand total cost of road and equipment	. 840,600 #
Income Account for Year Ending September 30, 188	9.
Gross earnings from operation	\$1,672 828
Gross income from all sources	. 965.3
Taxes on earnings and capital stock	. 237
Surplus for year ending September 30, 1889	<b>363</b> H
•	

<sup>\*</sup> For what purpose not reported.

# ONEIDA STREET.

# Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$1,478 20
Operating Expenses.	•
Repairs of roadbed and track	si24 24
Insurance	21 71
Contingencies; road operated by contract	666 06
Total operating expenses	\$812 00
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$37,671 17
Cost of equipment	2,328 83 632 44
Cash on hand	
=	\$40,632 44
Liabilities.	
Capital stock	\$40,000 00
Profit and loss (surplus)	632 44
	\$40,632 44
Characteristics of Road, Equipment, Etc.	•
Length of railroay owned by company, as follows, viz.:	Miles.
Single track, main line, from Oneida square, Utica, to Prospect street,	
New Hartford	1.5 .07
M-4-11	
Total length of all tracks and sidings owned	1.01
Weight of rail per yard	35 lbs.
Gauge of track	4 ft. 8 % in.
Number of box cars	2
Open car	Half hour
Schedule time making trip one way	ry half hour.
Rate of fare per passenger  Number of passengers carried in cars during year, estimated	5 cents.
Number of passengers carried in cars during year, estimated	29,564
Officers of the Company.	
Name. Title. Off	icial Address.
HENRY NEY President Ut	ica. N. Y.
Name.         Title.         Off.           Henry Ney.         President.         Ut           Frank J. Cronk.         Secretary and Superintendent.         Ut           Wm. C. Willcox.         Treasurer.         Ut	ica, N. Y. ica, N. Y.
Directors of the Company.  Name.  Resi	dence.
HENRY NEY	N V
WM. C. WILLCOX Utica,	Ñ. Ŷ.
THOMAS J. GRIFFITH Utica,	Ŋ. Y.
HENRY M NEV Ution	N. I.
DANIEL L. JONES, Jr Brook	lyn. N. Y.
Henry Ney	lyn, N. Y.
Title of company, Oneida Street Railroad Company, Address of general offices, 71 Genesse street, Utica, N. Y.	
Address of general offices, 71 Genesse street, Utica, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, January 12.	
Date of stockholders' annual meeting. January 12.	
For information concerning this report, address Frank J. Cronk, Se Superintendent.	cretary and
METATION MARK	

#### ONEONTA.

(Date of charter, November 28, 1887.)

#### Capital Stock.

	No. of shares.	Par value
Authorized by law or charter, issued for actual cash and now outstanding.	200	<b>t</b> y.#
Cost of Road and Equipmen		otal cost up k Sept. 20, 1881.
Roadbed, superstructure and rails		\$14,673 E 1,081 W
Total cost of road.	• • • • • • • • • • • • • • • • • • • •	
' Equipment.		
Horses. Harness Cars. Wagons, trucks, snow plows, sleighs.		. 31
Total cost of equipment		\$4,599
Grand total cost of road and equipment		\$20,441.3
Income Account for Year Ending Septe	mber 30 188	9
Gross earnings from operation	-	
Net loss from operation.		
Income from other sources, as follows, viz.: Village of Oneonta. Water Works Company. Other sources. Plow sold.	\$277 5 27 9 21 4	0 0 5
Gross income from all sources		. 88 1
Deductions from income, as follows, viz.: Taxes on earnings and capital stock	• • • • • • • • • • • • • • • • • • • •	. *6
Deficit for year ending September 30, 1889		
General Income Account.		
Deficit for year ending September 30, 1889	· · · · · · · · · · · · · · · · · · · ·	9903 T
Total deficit September 30, 1889	•••••••	<u> </u>
Analysis of Gross Earnings and Opera	ting Expense	<b>98.</b>
Earnings.		
From passengers		. B.E.I

## OPERATING EXPENSES.

O'I MATING LIAT MINDED.			
Bepairs of roadbed and track, including plow, \$40		\$214	
Bepairs of buildings and fixtures		56	81
Repairs of cars and other vehicles Repairs of harness and stable equipment	•••••	84 78	66
Horseshoeing	•••••••	144	
Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Wages of conductors, drivers, roadmen and hostlers	· • • • • · • • • • • • • • • • • • • •	575	
Provender (including expense of grinding)		1,448	
Wages of conductors, drivers, roadmen and hostlers		1,964	
Light and fuel Legal expenses		41	97 00
Advartising printing and office expenses	• • • • • • • • • • • • • • • • • • • •	. 38	
Advertising, printing and office expenses  Removal of snow and ice	*************	. 88	64 .
Interest paid	• • • • • • • • • • • • • • • • •	2	61
Motol amounting amounts		A4 500	
Total operating expenses	*************	\$4,788	68
			_
General Balance Sheet September	30, 1889.		
Assets.			
Cost of road		\$15,884	96
Cost of equipment		4,519	40
Ourrent assets, as follows, viz.:			
Cash on hand		44	25
Cash on hand Profit and loss (deficiency).		. 44 226	39
	,		
		\$20,675	_00
Liabilities.			_
Capital stock		\$20,000	00
Current liabilities, as follows, viz.:			
Bills payable		675	00
<b>2</b> pw, w			
•		\$20,675	
	· ·	-	-
Characteristics of Road, Equipmen	it, Etc.		
Total length of all tracks and sidings owned		2.23 mile	88.
Total length of all tracks and sidings owned		35 to 38 ll	
Number of box cars			8
Open car	• • • • • • • • • • • • • • • • • • • •		1
Horses. Schedule time making trip one way		80 m	12 in.
Cars are run		Every 30 m	in.
Cars are run. Rate of fare per passenger: 5 cents, 6 tickets for 25 cents, 25	tickets for \$1,		
12 for 50 cents and 166 for 35.			4077
Number of passengers carried in cars during year		74,	13(
was removed or authorized tracificing outging (griffing)	, Aut		~
TW W4 4 TV			
Wages, Etc., of Employees.			
			_
	A 2020 CO		

1	Average number of hours on duty per day.	Wages per day.
Drivers	14 14	\$1 50 1 50

## . Officers of the Company.

Name.	Title.	Official Address.
DAVID WILBER	Title. President and Superintendent Secretary and Treasurer	Oneonta, N. Y. Oneonta, N. Y.
	ectors of the Company.	
Name.		Residence.
O. C. McCbum		Oneonta, N. Y.
D. F. WILBER		Oneonta, N. Y.
DAVID WILBER		Oneonta, N. Y.
GEO. I. WILBER		Oneonta, N. Y.
J. HENRY SMITH		Oneonta N. Y.

Name.	Residence.
REUBEN REYNOLDS	Oneonta, N. I.
N. I. Ford. N. N. Bull.	Oneonta, N. I. Oneonta, N. Y.
Fred. Wilcox	Oneonta, N. T.
B. A. Church David Whipple	Oneonta, N. L.
Title of company, Oneonta Street Railway Company. General offices at Oneonta, N. Y.	
Date of close of fiscal year. December 31.	
Date of stockholders' annual meeting, last Friday in December.	In Opents W.Y
For information concerning this report, address T. D. Tallmadge,	Jr., Oneonta, N.Y.

#### OSWEGO.

(Date of charter, May 7, 1885.)

#### Capital Stock and Funded Debt.

#### CAPITAL STOCE.

		No. of shares.	Par value.	Cash realisat on amount outstanding.
•	Authorized by law or charter, issued for actual cash and now outstanding	400	\$20,000	\$13,65

#### FUNDED DEBT.

			INTEREST.	Amount	Cash
DESIGNATION OF LIEN.	Date.	Rate.	When payable.	Amount outstand- ing.	on amous outstand- ing.
Bond and mortgage	July 1, 1896	p. c. 5	July1&Jan.1	\$7,500	g;,3M

Bond and mortgage	ME,73
ROAD.	Cotal cost up k Sept. 30, 1891.
Roadbed, superstructure and rails Real estate Buildings and fixtures Interest and discount charged to construction.	375 2
Total cost of road	. \$16,959 ŭ
Equipment.	
Horses Harness Cars Snow plows	471 % 4,021 X
Total cost of equipment	. \$8,655 73
Grand total cost of road and equipment	\$35,645 N

# Oswego.

Income Account for Year Ending September 30, 1889.	
<u> </u>	
Gross earnings from operation	\$6,271 29 7,432 95
Net loss from operation	\$1,161 66
Deductions from income, as follows, viz.:  Taxes on property used in operation of road  Taxes on earnings and capital stock  Taxes other than above	
Deficit for year ending September 30, 1899	\$1,770 55
201010101 your Olding Sopromson So, 2000	
General Income Account.	
Deficit for year ending September 30, 1889	
Total deficit September 30, 1889	\$1,165 87
Analysis of Gross Earnings and Operating Expenses,	
EARNINGS.	<b>96</b> ,216 54
From passengers	\$6,216 54 54 75
Total gross earnings	
•	***
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Balaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies  Total operating expenses.	320 00 1,887 48 458 31 1,293 17 1,464 63 62 51 56 12 8 00 45 66 249 05 154 37 370 46
<del>-</del> · · · ·	
Assets.	414 070 21
Cost of road	\$16,959 61 8,685 73
Current assets, as follows, viz.: Cash on hand Balance due on capital stock Profit and loss (deficiency).	676 79 315 00 1,165 87
	\$27,803 00
•	
LIABILITIES.	400 000 00
Capital stock Funded debt Current liabilities, as follows, viz.: Bills payable \$300.00	\$20,000 00 7,500 00
Sundries \$ 00	303 00
	\$27,808 00

#### Characteristics of Road, Equipment, Etc. Length of railway owned by company, as follows, viz.: Yiba. Single track, main line, from East Tenth street to West Third avenue.... Single track, branch, from West Bridge and First streets to West First and Utica streets... 1.7 z, Total length of single track on main line and branch ..... 18 Weight of rails per yard Gauge of track Number of box cars Horses and mules 4 h 412652 Uars run Every limit Rate of fare per passenger 4 and icets Number of passengers-carried in cars during year 11,8 Average number of employees (including officials), during year 11,8 Salaries, Wages, Etc., of Officers and Employees. OFFICER. Annual salar Treasurer ..... 200 3 OTHER EMPLOYEES. Average Wages per day. number of hours on duty per day. Drivers Watchman # P1

#### Officers of the Company.

· .. · \_ . · - \_ - - <u>- - - - - - - ..</u> - - ... - .

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Name.	Title.	Official address.
RICHARD J. OLIPHANT	President Secretary Treasurer	Oswego, N. I. Oswego, N. I. Oswego, N. I.

Directors of the Company.

# Name. Residence.

Hostler Barn superintendent.....

Title of company, Oswego Street Railway Company.
Address of general offices, Oswego, N. Y.
Date of close of fiscal year, May 1.
Date of stockholders' annual meeting, last Monday in April.
For information concerning this report, address John P. Phelps, Treasure.

# PELHAM PARK.

#### PELHAM PARK.

(Date of charter, August 30, 1884.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	\$50,000	
Issued on account of construction	1,500 500	\$37,500 12,500	\$1,250
Total now outstanding	2,000	\$50,000	\$1,250

#### FUNDED DEBT.

			NTEREST.	Amount	Cash real- ized on
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.	amount outstand- ing.
First mortgage, \$50,000 authorized	April 1, 1907	p.c.	Apr. & Oct.	\$31,500	\$30,125

#### Cost of Road and Equipment.

\$1,152 89 1,765 12	75	\$31,424 35 4,896 55 1,986 94 341 02 2,421 71
		<del></del>
\$3,018	77	\$41,070 57
28 33	43	\$2,660 33 354 84 5,474 28 218 18
		\$8,707 63 \$49,778 20
	28 83 \$435	\$874 00 28 00 33 43 \$495 43 \$9,454 20

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
Paving, etc. Right of way expenses. Purchase of four lots for stable, etc Buildings, Additional house.	\$1.150 C 80 Ts 1,766 Co 13 K 874 CO
Buildings. Additional horses Harness Snow-scraper, etc.	3 6
Total	\$3,454 31
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$8.148 to 4,284 F
Net earnings from operation	\$3,865 &
Income from other sources, as follows, viz.:  Interest, etc	194 73
Gross income from all sources	\$3,968 48
Deductions from income, as follows, viz:	
Taxes.         \$220         41           Interest on funded debt due and accrued.         1,845         00           Other interest.         363         00	2,429 4
Net income from all sources.	\$1,539 W
Payments from net income, as follows, viz.: Dividends declared, 4 per cent on capital stock	2.00 K
Deficit for year ending September 30, 1889	3450 81
= 10000000 year ending poptember 60, 1009	
General Income Account.	
Deficit for year ending September 30, 1889 Surplus up to September 30, 1888	\$460 (L 3,336 %
Deduct uncollectible debts, etc	<b>\$2.576</b> A 56 11
Total surplus September 30, 1889	\$2,520 3
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.	
From passengers and freight	\$7,948 (1
Total gross earnings	260 67
TOWN STORE CONTINUES	<b>40,124 to</b>
OPERATING EXPENSES.	
Repairs of cars and other vehicles	\$25 @ 15 % 212 Si
Horseshoeing Provender (including expense of grinding) Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property.	964 91 1,603 00 170 9 73
Advertising printing and office expenses	113 % 15 % 27 % 52 &
Insurance Removal of snow and ice Rent Mail expenses Freight and other incidental expenses	21 4 252 60 114 25 330 67
Total operating expenses.	
g	4

# PELHAM PARK.

# General Balance Sheet September 30, 1889.

Assets.		
Cost of road	•••••	\$41,070 57 8,707 63
Other permanent investments, as follows, viz.: Stocks and bonds	•••••	40,128 17
Current assets, as follows, viz.:		
Cash on hand		1,500 27
Bills receivable	•••••	146 75 86 00
Cash on hand Bills receivable Supplies on hand Sundries		206 40
	_	\$91,840 79
	-	
Liabilities.		
Capital stockFunded debt	•••••	\$50,000 00 81,500 00
_ Current liabilities, as follows, viz.:		
Dividends unpaid		20 00
Profit and loss (surplus)	•••••	7,500 00 2,820 79
2 2 0 20 War 2000 (Burplus)	-	\$91,840 79
	=	\$91,040 18
Characteristics of Road, Equipmen	at, Etc.	
Length of railway owned by company, as follows, viz.:		Miles.
Single track, main line, from Bartow to Marshall's		1.4
Siding on main line	•••••	ī
Total length of all tracks and sidings owned	-	1.5
	_	
Length of railways leased and operated by this company, as f	•	
Single track from Marshall's to Franklin avenue, City Islan Bidings	·····	1.6 .2
Total length of all tracks and sidings not owned but ope	rated	1.8
Grand total length of all tracks and sidings owned and ope	rated	8.3
Weight of rails non-good		00 to E7 1ba
Gauge of track		30 to 57 lbs 3 ft. 6 in
Weight of rails per yard Gauge of track. Number of box cars.		6
		10
Horses and mules Schedule time making trip one way, from Bartow to Frankl Cars run Rate of fare per passenger	in avenue	25 to 30 min.
Cars run	80 to	80 trips daily.
Rate of fare per passenger. Number of passengers carried in care during year (estimat	ed)	or each road.
Average number of employees (including officials) during	ear	6
Salaries, Wages, Etc., of Officers and E	mployees.	·-
Officer.		nnual salary.
Superintendent		\$600 00
<del>-</del>		•
OTHER EMPLOYEES.		,
	<del></del>	
	Average	Wages
	number of hours on duty	per day.
	per day.	,
Drivers and roadmen.	8 to 12	\$1.50
Hostlers	15	1 50
ACCIDENTS.		
Passengers injured		8

#### Officers of the Company.

Name,	Title.	Official Address.
W. R. LAMBERTON Presic E. N. ANABLE Secret CHARLES MILLER Super	tary and Treasurer 16 a	nd 18 Exchange place, N. Y. city. and 18 Exchange place, N. Y. city. y Island, N. Y.
n	drectors of the Comp	pany.
Name.		Residence.
HOWARD N. POTTER. E. N. AMBLE. W. R. LAMBERTON SHERMAN T. PELL. HENRY D. CAREY I. STUART ETHAN W. WATERHOUSE.		Long Island City, N. Y. Pelham Manor, N. Y. City Island, N. Y. Oity Island, N. Y.
New York city.  Date of close of fiscal year, S Date of stockholders' annual	ity Island, N. Y.; branc eptember 30. l meeting, first Wednes this report, address Pe	ch office, 16 and 18 Exchange place.
:	OPLE'S OF SYRA	
PL	OPLES OF SIMA	CODE.
(I	ate of charter, April 22,	, 1887.)

This road commenced the operation of its entire line about July 1, 1889.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

;	No. of shares.	Par value.	Cash realized on amount out- standing.
Authorized by law or charter Issued on account of construction and now	8,000	\$300,000	
outstanding	2,955	295,500	\$630 #

#### FUNDED DEBT.

			INTEREST.	
DESIGNATION OF LIEM.	When due.	Rate.	When payable.	Amount outstanding
First mortgage		p.c. 8	Feb. & Aug.	\$200,000

# PEOPLE'S OF SYRACUSE.

LEUPLE 6 OF DIRACUSE.	010
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$24,158 79 19,365 65
Gross income from all sources	\$4,798 14
Taxes on earnings and capital stock	30 00
Surplus for year ending September 30, 1889.	\$4,763 14
General Income Account.	
Surplus for year ending September 30, 1889	\$4,768 14 620 00
Total surplus September 30, 1889	\$5,383 14
Analysis of Gross Earnings and Operating Expenses.	
EABNINGS.	
From passengers	\$24,158 79
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles.	\$350 56 5 09
Horseshoeing.	25 94 948 04
Provender (including expense of grinding)	4,952 78
Horseshoeing.  Provender (including expense of grinding).  Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers. etc.  Light and fuel Water tax	1,386 13 6,189 97
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	9,732 33
Light and fuel	167 83
Advertising, printing and office expenses	82 83 298 07
Water tax Advertising, printing and office expenses Contingencies	1,226 08
Total operating expenses	\$19,365 65
General Balance Sheet September 30, 1889.	
Cost of road and equipment	<b>6</b> 000 000 00
Chroni needs as follone niz:	\$628,020 00
Cash on hand	5,883 14
No.	\$633,493 14
LIABILITIES.	
Capital stock Liabilities. Funded debt	\$295,500 00 300,000 00
Current liabilities, as follows, viz.: Bills payable. Profit and loss (surplus)	32,520 00
Profit and loss (surplus)	5,383 14
<u>.</u>	\$633,403 14
Characteristics of Road, Equipment, Etc.	Miles.
*Single track, main line, from Wolf street to southern terminus Single track, branch	5.897 .066
Total length of single track on main line	5.953
Second track on main line	4.002 .4
Total length of all tracks and sidings owned	10.885

<sup>\*</sup>The double track on James street between Townsend and Salina streets, and on Warren street between James street and junction of People's Railroad and Fourth Ward Railroad, is jointly owned by this Company and the Fourth Ward Railway Company; the double track between the points named is reported as single track; length, 2,283 feet.

880	REPORT A	אודיי אנ	RATTROAD	COMMISSIONERS.

0

Weight of rails per yard	G Ba
Gauge of track	4 12. 5 2 12.
Number of box cars	B
Open cars	В
Horses and mules. Schedule time making trip one way	13
Schedule time making trip one way	50 m2t.
Cars run. Every	8 to 19 1922
Rate of fare per passenger	2009 ¢ DOL8
Average number of employees (including officials) during year	97 .M.
Average number of employees (including omerans) during year	•

#### Salaries, Wages, Etc., of Officers and Employees,

Officers and Clerk.	Annual salary
Superintendent	\$1.900 0
Cashier	1991
Clerk	编章

#### OTHER EMPLOYEES.

. •	Average number of hours on duty per day.	Wages per day.
Conductors	12½ 12½	<b>S</b> 3
Drivers	12	\$1.25 £ 1 H
Hostlers	12	15

#### Officers of the Company.

Name.	Title.	Official Address.
Joseph R. Swan. Samuel A. Beardeley Charles H. Childs. A. Bartlett	Secretary	Ution N. V.

# Name. CHARLES H. CHILDS. SAMUEL A. BEARDSLEY. JOSEPH R. SWAN. HENBY H. DURB. THOMAS HUNTER. Utica, N. Y. HENBY H. UURB. SYTACUSE, N. I. Utica, N. Y. HENBY H. DURB. SYTACUSE, N. I. DANIEL L. JONES DANIEL L. JONES DANIEL GANDEE SYTACUSE, N. I. FRANK B. KLOCK. SYTACUSE, N. I. SYTACUSE, N. I. FRANK B. KLOCK. SYTACUSE, N. I.

Title of company. The People's Railroad Company of Syracuse. Address of general offices, No. 75 Genesse street, Utica, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in January. For information concerning this report, address C. H. Childs, Treasurer.

# \*PROSPECT PARK AND CONEY ISLAND (Brooklyn).

#### LESSEE.

OPERATED BY ATLANTIC AVENUE OF BROOKLYN.

(Date of charter, October 9, 1874.)

For details as to lease, see Report of 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

For capital stock, see Report of Prospect Park and Coney Island in Surface Steam Roads.

#### FUNDED DEBT.

			INTEREST.	Amount	Cash realized on
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	amount outstand- ing.
Real estate mortgage	1894	p.č. 5 5	June & Dec. July & Jan.	\$5,000 00 61,704 92	\$5,000 00 61,704 92
Total				\$66,704 92	\$66,704 92

#### Amount Expended by Lessee upon Road and Equipment.

ROAD.	Additions bettermenduring ye ending Se 30, 1889.	ats ar pt.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$312 1,430 804	73	\$26,627 41 88,325 18 2,988 71
Total expended upon road	\$2,548	06	\$62,941 25
Equipment.			<u> </u>
Horses Harness Cars Wagons, trucks, snow plows, sleighs	402	80 00	\$10,433 94 2,446 90 13,865 00 1,000 00
Total expended upon equipment	\$1,029	88	\$27,745 84
Grand total expended by lessee upon road and equipment.	\$3.577	94	\$90,687 09

#### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR

Automatic switch at Fifteenth street and Ninth avenue, and labor of	
Assessment for improvements on Central avenue lots	\$312 93
Assessment for improvements on Central avenue lots	1,490 78
Culvert and gratings at Ninth avenue depot, building, labor, etc	804 40
Decreased value of horses	f1,022 42
Increased value of harness	402 30
Increased value of cars	1,350 00
Increased value of wagons, trucks and snow plows	360 00
Total	\$3,577 94

<sup>\*</sup>Horse car division in city of Brooklyn.

# REPORT OF THE RAILROAD COMMISSIONERS.

# Income Account for Year Ending September 30, 1889.

Gross earnings from operation. Less operating expenses (excluding all taxes)	\$132,76 H 122,58 h
Net earnings from operation.	\$14.67 H
Income from other sources, as follows, viz.:	
Rent received for tracks.       \$523 88         Rent received for real estate.       270 00         Signs in cars.       275 00	1. <b>46 9</b>
Gross income from all sources.	\$11.50 %
•	ATT-LANT AN
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.         \$2.651 17           Taxes on earnings and capital stock.         623 78           Taxes other than above-license on cars.         520 00           Interest on funded debt due and accrued.         250 00           Rent paid for leased line.         21,000 00           Rent paid for tracks.         3,476 47	<b>9.5</b> 4
ACTIVE TO SERVICE AND ACTIVE A	
Deficit for year ending September 30, 1889	\$16,886 H
General Income Account.	
Deficit for year ending September 30, 1889 Deficit up to September 30, 1888.	\$16,98 3 37,46 b
Total deficit September 30, 1889	251,146 6
Total deficit September 30, 1865	<b>WILLIAM</b>
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers	\$122.海耳
<del></del>	
OPERATING EXPENSES.	
	\$2,59 \$
	784 14
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles.	海 5,886 G 銀2 G
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles.	76. H 5,886 £ 982 3 3,657
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles.	海 5.88 6 第2 3.63 7
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles.	治 (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles.	1.08 6 2.03 7 2.03 7 10.06 1 29.03 8 20.23 8
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc.	治 (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc.	近年 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc.	海豚 1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc.	19. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Balaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Instrance Removal of snow and ice	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses. Insurance. Removal of snow and ice. Contingencies.	注题 5、
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Balaries of general officers and clerks. Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Instrance Removal of snow and ice	注明 17 工程表示 2 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses. Insurance. Removal of snow and ice. Contingencies.	注明 17 工程表示 2 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年 1 年
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Instrance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  ASSETS.	海域 5 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元 1 元
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horsesheeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Instrance Removal of snow and ice Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets.  Cost of road	注明的环境研究的 1.0 20 20 20 20 20 20 20 20 20 20 20 20 20
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of onductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  ASSETS.  Cost of road Cost of equipment	1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horsesheeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen. starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Instrance Removal of snow and ice Contingencies  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets.  Cost of road Cost of equipment  Current assets, as follows, viz.:	1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding) Ralaries of general officers and clerks. Wages of conductors and drivers Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Instrance Removal of snow and ice. Contingencies  General Balance Sheet September 30, 1889.  Assers.  Cost of road Cost of equipment  Current assets, as follows, viz.: Cash on hand  \$7,104.72	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses Provender (including expense of grinding) Balaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies  General Balance Sheet September 30, 1889.  Assers.  Cost of road Cost of equipment  Current assets, as follows, viz.: Cash on hand S7,104 72 Supplies on hand 3,631 49	1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding) Ralaries of general officers and clerks. Wages of conductors and drivers Wages of conductors and drivers Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Instrance Removal of snow and ice. Contingencies  General Balance Sheet September 30, 1889.  Assers.  Cost of road Cost of equipment  Current assets, as follows, viz.: Cash on hand  \$7,104.72	海域 5 7 7 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

#### PROSPECT PARK AND CONEY ISLAND.

Funded debt		\$66,704.92
Current liabilities, as follows, viz.: Interest accrued. Open accounts.	\$88 83	1
		\$155,869.71
Characteristics of Road, Equipme	ent, Etc.	are a series bearing
Weight of rails per yard Gauge of track Number of box cars Open cars Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during	From 5 to 10 adults, 5 cts.,	4 ft. 8% in. 19 31 187 45 min.
	Average number of hours on duty per day.	Wages per day.
Conductors / Drivers Starters Watchmen Hostlers and feedmen Tow boys	9 10 10 10	\$2 00 2 00 2 00 Per w'k, 13 00 Per w'k, 12 25 1 25 2 50
Passengers injured	•••••	

Address of general offices, corner Atlantic and Third avenues, Brooklyn, N. Y. Date of close of fiscal year, September 30, 1889.

For information concerning this report, address Wm. J. Richardson, corner Atlantic and Third avenues, Brooklyn, N. Y.

# PROSPECT PARK AND FLATBUSH (Brooklyn).

(Date of charter, October 30, 1875,)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	500	\$50,000	\$50,000

<sup>\*</sup>According to law.

#### FUNDED DEBT.

Designation of Lien.	When due.	-	INTEREST.	Amount outstand-	Cash re- alized on amount
		Rate.	When payable.	ing.	outstand- ing.
First mortgage bonds	1906	p.c. 6	Feb. & Aug.	\$20,000	\$20.00
Co	it of Road a	nd I	Equipment.		
				Tota	l cost up to
Roadbed, superstructure and r Buildings and fixtures	Roz ails		••••••		pt. 36, 1888, \$63,623 8 5,066 8
Total cost of road				·····	<b>\$5</b> 8,090 44
	EQUIP	e ware	•		
Horses					\$2,610 6
Harness Oars Wagons, trucks, snow plows an	id sleighs	•••••		• • • • • • • • • • • • • • • • • • • •	330 73 2,922 6 250 8
Total cost of equipment				-	<b>\$5</b> ,103 9
Grand total cost of road and eq	uipment				964,195 1
Income Account Gross earnings from operation Operating expenses (excluding		:			\$2,831 @ 3,457 @
Net loss from operation		• • • • •			9655 57
Deductions from income, as fold Taxes on earnings and capital Interest on funded debt due an	lows, viz.; stock id accrued	•••••	······_	\$114 19 1,170 00	1,284 19
Deficit for year ending Sept	ember 80, 1889				
Donot vol your onding sope	011101 00, 1000				
G	eneral Incor	ne A	ecount.		
Deficit for year ending Septem Deficit up to September 30, 1888.	ber 30, 1889	• • • • •	• • • • • • • • • • • • • • • • • • • •		\$1,940 15 6,549 95
Total deficit September 30, 1	1889	••••			\$6,490 14
				. —	#0,900 M
A = -1 = -1 = -4 C==-			O		40, see M
Analysis of Gro				xponses.	\$0, <b>20</b> A
·	EARNT	waa .		-	\$2,831 <b>6</b>
Analysis of Gro	EARNT	NGB,		-	

Total operating expenses.....

#### PROSPECT PARK AND FLATBUSH.

#### General Balance Sheet September 30, 1889.

Assets.		
Cost of road. Cost of equipment.		\$58,090 44 6,108 55
Current assets, as follows, viz.:		
Cash on hand Profit and loss (deficiency)		1,265 20 8,490 14
	-	\$78,949 33
Liabilitíes.		
Capital stock. Funded debt		\$50,000 00
	•••••	20,000 00
Current liabilities, as follows, viz.:  Interest on funded debt		3,449 88
Bills payable.		500 00
	-	\$78,949 38
Characteristics of Road, Equipmen	nt, Etc.	
Length of railway owned by company, as follows:		Miles.
Single track, main line, from Flatbush avenue to Greenwood	d Cemetery	1.5
Second track on main line		1.5
Total length of all tracks and sidings owned		8
Weight of rails per yard Gauge of track Number of box cars Open car. Horses Schedule time making trip one way. Cars are run Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials) during y		34 lbs. 4 ft. 8% in. 8 1 14 15 min. Every 15 min. 5 cents. 58,758
Wages, Etc., of Employees.		
	Average number of hours on duty per day.	Wages per day.
Drivers. Hostlers	12 12	\$2 00 1 75
Officers of the Company.  Name.  Tille.  JOHN G. JENKINS.  WALTER G. HOWEY.  THEODOBE F. JACKSON.  Treasurer.	Brool	ial Address. dlyn, N. Y. dlyn, N. Y.

#### .... Iloaduloi......

Directors of the Company.				
Name.	Residence.			
John G. Jenkins	Brooklyn, N. Y.			
THEODORE F. JACKSON	Brooklyn, N. Y.			
ALEXANDER FRAZER. WALTER G. HOWEY.	New York City.			
THOMAS ENNIS	Brooklyn, N. Y.			
Samuel Parkhill	. Brooklyn, N. Y.			
LOFTUS W. O'BERRY	Brooklyn, N. Y.			

Title of company, Prospect Park and Flatbush Railroad Company.
Address of general offices, 45 Broadway, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in August.
For information concerning this report, address Theodore F. Jackson, Treasurer.

#### RICHMOND COUNTY.

(Date of charter, May 2, 1885.)

No report for 1889 received; letter from Knox & Woodard, attorneys, 52 and 54 William street, New York city, filed with Board, December 14, 1889.

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#### RIKER AVENUE AND SANFORD'S POINT.

LESSOR.

LESSEE-STEINWAY AND HUNTER'S POINT.

(Date of charter, September 28, 1886.)

For history of organization, see Report of 1887.

#### Capital Stock.

No. of shares.

Par value.

Cash realized on amount outstanding.

Authorized by law or charter	200	\$20,000	
Issued for actual cash	42¾ 157¾	\$4,250 15,750	\$4,25
Total now outstanding	200	\$20,000	\$4,59
• Cost of R	oad.		
ROAD			otal cost up to Sept. 30, 1888.
Roadbed, superstructure and rails	•		
. Income Account for Year End	ling Septemb	er 30, 1889.	,
Income from all sources, as follows, viz.: Rentals		•••••	. \$1,751 <b>9</b>
Deductions from income, as follows, viz.: Bent of tracks leased from William Steinway east end of Flushing avenue to Old Bowery B Advertising	ay road	\$500 00	)
			- 591 0
Surplus for year ending September 30, 1889.		•••••	\$1,50 9
General Incom	e Account.		
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	••••••	\$1,90 S 2,130 S
Total surplus September 80, 1889	••••••	•••••	\$3,440 7
General Balance Sheet	September 30	, 1889.	
Assett			
Cost of road		• • • • • • • • • • • • • • • • • • • •	, \$30,713 %
Ourrent assets, as follows, viz.: Cash on hand		•••••	2,736 8
	•		\$23.440 7

# RIKER AVENUE AND SANFORD'S POINT.

,	Liabilities.	
Capital stock	• • • • • • • • • • • • • • • • • • • •	\$20,000 00 3,440 78
		\$23,440 78
Ощее	ers of the Company.	
Name.	Title.	Official Address.
J. H. Hempsted Oscab R. Steins	. President Secretary and Treasurer	Yonkers, N. Y. New York city.
Direct	ors of the Company.	
Name		Residence.
OGCAR R. STEENS WILLIAM STEENWAY CHAB. F. FROITSCH FELIX KRAEMER EMILE RATHGEBER		New York city. New York city. New York city. New York city. New York city.
Title of company, Riker Avenue a Address of general offices, Stein York city. Date of close of fiscal year, Septen Date of stockholders' annual mee For information as to this report,	nber 30. ting, last Tuesday in April.	

#### ROCHESTER CITY AND BRIGHTON.

(Date of charter, May 31, 1862; amended March 3, 1868.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, and now out- standing	5,000	\$500,000	\$125,000

#### FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.	When ing. ou	
First mortgage bonds Second mortgage bonds Third mortgage bonds	Jan. 1, 1902	p.c. 7 Apr.1 & Oct. 1 6 Jan.1 & July 1 6 Apr.1 & Oct. 1	\$200,000 500,000 175,000	\$172,000 500,000 175,000

# Cost of Road and Equipment.

	<del></del>	
Road.	Additions or betterments during year ending Fept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails	\$26,356 73 1,876 80 9,909 53	\$423,264 14 222,919 E
Total cost of road	\$38,143 06	\$646,175 <b>@</b>
Equipment.	\$11,019 00	\$142,36 2
Cars	6,904 70	186.837 @
Total cost of equipment	\$17,923 70	
Grand total cost of road and equipment	\$56,066 76	\$975,409 64
Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes) Net earnings from operation Income from other sources, as follows, viz.; Rents Advertising Dividends	·	\$170,279 73 392,485 93 \$77,813 7
Premium on bonds	8,300 00	12,618 %
Gross income from all sources		
		26,611
Net income from all sources		
Surplus for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	\$11,811 €
General Income Account.		
Surplus for year ending September 30, 1839 Surplus up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	\$11,811 <b>£</b> 30,519 \$0
Total surplus September 30, 1889	••••••	342,3M F
Analysis of Gross Earnings and Operati	ng Expenses.	
EARNINGS.		\$470,579 \$
From passengers.		\$170,317 4
Repairs of roadbed and track Repairs of buildings and fixtures, cars and other vehicles. Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostle Light and fuel Water tax Pamages to persons and property		11,801 SP 78,387 78 4,709 81

ROCHESTER CITY AND BRIGHTON.	889
Interest. Straw and moss. Lewis Expenses of detectives, etc., on account of strike. Rewards Local detectives Office expenses Freight Drugs, medicines, etc. Envelopes Telephones Printing Wire-work Lime Maps Salt Furniture, etc Expenses to Washington and New York Bells State and National Association dues Removing dead horse Brush Electric-Light Company Badges Repairs, waiting-room Rent of stables Chamois Sundry small bills  Total operating expenses	1,280 30 9,108 96 500 00 281 60 1,637 96 704 92 618 62 435 00 671 23 263 86 122 70 63 00 156 17 419 19 117 00 62 86 60 00 65 20 43 10 65 36 181 50 77 12 718 84
General Balance Sheet September 30, 1889.	
Cost of road. Cost of equipment.	\$646,175 01 829,284 63
Other permanent investments, as follows, viz.: Electric rallway Sundry stocks	34,410 00 14,000 00
Current assets, as follows, riz.:         Cash on hand:       \$4,000 00         Change money.       \$4,000 00         Flour City bank       1,064 30         Safe Deposit company       15,000 00	
Open accounts, unpaid on stock	20,064 80 375,000 00 9,281 28
	\$1,428,165 17
Capital stock Liabilities. Funded debt	\$500,000 00 875,000 00
Current liabilities, as follows, viz.: Open accounts Mortgages Profit and loss (surplus)	5,900 00 42,831 17
· .	\$1,428,165 17
Characteristics of Dond Tomisment Sto	
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line	Miles. 32.59 12.90
Total length of all tracks and sidings owned	45.49
Weight of rails per yard 30, 45 Gauge of track Number of box cars Horses and mules Schedule time making trip 5 to 6 m Cars are run Rate of fare per passenger: Adults (11 tickets for 50 cents)	183 849 iles p <b>er hour.</b>
Children from 5 to 12 years of age	9,405,600 450

# Salaries, Wages, Etc., of Officers and Employees.

Offic	ers.		
General officers	· · · · · · · · · · · · · · · · · · ·		Annual selary. \$4,700 @
OTHER Ex			
		Average number of hours on duty per day.	Wages per day.
Conductors Drivers Starters. Watchmen Switchmen Roadmen Hostlers		11% 11% 11 11% 10 10	91 66, 1 75, 2 00 1 66, 1 75, 2 65 1 75 to 2 55 1 75 1 75 1 79 1 28, 1 50, 1 75
Officers of th	e Company.		
Name. Title.  GEO, E. MUMFORD. President JNO. N. BECKLEY. Secretary ABTHUB LUETCHFORD Treasurer. MURRAY A. VERNER General Man	806 Wied 806 Wied 806 Wied Dager, 806 Wied	Official Addre ler block, Roch ler block, Roch ler block, Roch ler block, Rock	
Directors of t	he Company		dence.
MURBAY A. VERNEB H. SELLERS MCKEE RICHARD W. CLAY THOMAS DEWITT CUYLER HORACE MAGEE FRANK N. PATTERSON JOHN N. BECKLEY ARTHUR LUETCHFORD GEO. E. MUMFORD M. H. BRIGGS GEO. W. ARCHER FREDERICK COOK ARTHUR G. YATES		Pittsb Philad Philad Philad Philad Philad Roche Roche Roche Roche Roche Roche Roche	urgh. Pa. elphia, Pa. elphia, Pa. elphia, Pa.
Title of company, Rochester City and Brig Address of general offlees, 806 Wieder block Date of close of fiscal year, September 30, Date of stockholders' annual meeting, Mar For information concerning this report, a Bank, Rochester, N. Y.	v 28.		surer, Central
ROCHESTER (Date of charte		<b>).</b>	
Road operated for three months of the yea	r only.	~	
+Capital	-		
	No. of shares.	Par value.	Cash realized on amount subscribed for.

Authorized by law or charter.... ..

2,000

\$200,000

<sup>\*</sup>None as yet issued.

Total cost up to

# ROCHESTER ELECTRIC.

### Cost of Road and Equipment.

Road.	Sept. 80, 1889.
Roadbed, superstructure and rails	\$88,842 59 11,668 52 1 238 15
Buildings and fixtures.	1,838 15 10,292 90
Total cost of road	
Cars. EQUIPMENT.	13,334 03
Grand total cost of road and equipment	\$125,471 19
Income Account for Year Ending September 30, 1889	<b>).</b>
Gross earnings from operation (three months).  Less operating expenses (excluding all taxes)	\$14,924 19 7,659 68
Surplus for year ending September 30, 1889	\$7,264 56
Analysis of Gross Earnings and Operating Expenses	) <del>,</del>
From passengers	\$14,924 19
OPERATING EXPENSES.	
*Total operating expenses (items not reported)	\$7,659 63
General Balance Sheet September 30, 1889.	
Cost of road	\$125,471 19
Other permanent investments, as follows, viz.:	
Boulevard stock	
Cash on hand	\$135,623 06
_	
Capital stockLIABILITIES.	\$128,318 50
Ourrent liabilities, as follows, viz.:	
Open accounts	7,264 56 \$185,623 06
Characteristics of Road, Equipment, Etc.	\$100,020 00
	Miles.
Length of railway owned by company, as follows, viz.: Single track, main line, from Charlotte to Rochester Second track on main line and branches	4.62
Total length of all tracks and sidings owned	
Weight of rails per yard. Gauge of track Number of box cars Open cars Schedule time making trip one way Cars are run. In summer Rate of fare per passenger Number of passengers carried in cars during three months. Average number of employees (including officials) during year.	4 ft. 8% in. 2 14 80 min. 7, every 15 min. 3, 8 and 10 cts. 200,792
Salaries, Wages, Etc., of Officers and Employees.	
Officers, General officers.	Annual salary. \$1.000

<sup>\*</sup>For three months. † Eight motor cars included among these.

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12 12	\$1 % 1 %

#### ACCIDENTS.

-	Injured.	Killed.	Total
Passenger. Others, not employees.	1 1	i	1 2
Total		1	3
	3		;

#### Officers of the Company.

Name.	Title.	Official Address.
ASA T. SOULE	President	Rochester, N. Y. Rochester, N. Y. Rochester, N. Y.

Directors of the Company.	
Name,	Residence.
ASA T. SOULE	Rochester, N. Y.
C. C. WOODWORTH	Rochester, N. Y.
J. Breck Perkins	Rochester, N. Y.
WM. C. BARRY	
WILLIAM SOULE	Rochester, N. Y.
CRAS. S. BAKER	Rochester, N. Y.
W. D. ELLWANGER	
E. A. Fisher	Bochester. N. Y.
W. H. Yerkes	
В. Р. 8мгтн	Bochester, N. Y.
EUGENE T. CURTIS	Rochester, N. Y.
Jas. M. Whitney	Rochester, N. Y.
STEPHEN STACE	Charlotte, N. Y.

Title of company, Rochester Electric Railway Company.
Address of general offices, Rochester, N. Y.
Date of close of fiscal year, September 30.
For information concerning this report, address C. C. Woodworth, Treasurer.

#### ROCKAWAY VILLAGE.

\_\_\_\_\_\_

(Date of charter, March, 1886.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding		\$25,000}	\$25,909

			ebt.			
		INTEREST.			Amount'	Cash realized
Designation of Lien.	When due.	Rate.	When payable		outstand- ing.	on amount outstand- ing.
First mortgage bonds	1901	p.c. 5	May & No	οΨ.	*\$25,000	\$4,00
Cos	t of Road s	nd	Equipmen	ıt.		
Ro	AD.			du: en	ditions or terments ring year ling Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Interest and discount charged Road built by contract						\$1,000 0 48,849 3
Total cost of road	•••••••	••••	• • • • • • • • • • • • • • • • • • • •	•••		\$49,849 3
Harness Equi	PMENT.			1	\$21 50	<b>3694</b> 4
Grand total cost of road an	d equipment			_	\$21 50	\$50,543 7
						<b>61 000</b> 0
Gross earnings from operation Less operating expenses (exclusive earnings from operation Deductions from income, as for	uding all tax on ollows, viz.:	••••		••••		\$1,966 8 1,812 2 \$154 6
Net earnings from operation  Deductions from income, as for Interest on funded debt due as	oding all tax on ollows, viz.: ad paid to M	 ay 1,	1889		············	1,812 2 \$154 6 1,250 0
Net earnings from operation  Deductions from income, as for interest on funded debt due as Deficit for year ending September 2.	on	 ау 1, 39	1889		············	1,812 2 \$154 6 1,250 0
Net earnings from operation  Deductions from income, as for interest on funded debt due as Deficit for year ending September 2.	uding all tax on ollows, viz.: ad paid to M tember 30, 18 deneral Inc.	ay 1,	1889		-	1,812 2 \$154 6 1,250 0
Less operating expenses (exclusive sections)  Net earnings from operation income, as for interest on funded debt due as Deficit for year ending September 1.	on	ay 1,	1889		-	1,812 2 \$154 6 1,250 0 \$1,095 3
Net earning expenses (exclusive sections)  Deductions from income, as for interest on funded debt due as Deficit for year ending September 30, 1888	on	ay 1,	1889			1,812 2 \$154 6 1,250 0 \$1,095 3 2,305 7 \$3,401 0
Less operating expenses (exclusive Net earnings from operation of Deductions from income, as for Interest on funded debt due at Deficit for year ending Septem Deficit for year ending Septem Deficit up to September 30, 1888  Total deficit September 30,	on	ay 1,	1889			1,812 2 \$154 6 1,250 0 \$1,095 3 2,305 7 \$3,401 0
Less operating expenses (exclusive Net earnings from operation of Deductions from income, as for Interest on funded debt due at Deficit for year ending September of Deficit for year ending September 30, 1885.  Total deficit September 30, 1886.  Total deficit September 30, 1886.  From passengers	ollows, viz.: ad paid to M tember 30, 18 deneral Inc ber 30, 1889  1889  CAR OPERATING	ay 1,	a Account.  Account.  Operat  S.	ing	Expenses	1,812 2 \$154 6 1,250 0 \$1,095 3 2,305 7 \$3,401 0

<sup>\*</sup>Issued for construction, \$20.000; issued for cash, \$5,000.

#### REPORT OF THE BAILBOAD COMMISSIONERS.

#### General Balance Sheet September 30, 1889.

Assets.	
Cost of road	849,849 33 694 46
I! Current assets, as follows, viz.;	
Cash on hand	371 73 3,401 <b>9</b> 6
	954,314 56
LIABILITIES.	
Capital stock	\$25.000 00 25,000 00
Current liabilities, as follows, viz.: Interest on funded debt accrued (four months)	530 51
Bills payable (loans)Open accounts	3,408 %
	<b>\$54</b> ,316 <b>34</b>
Characteristics of Road, Equipment, Etc.	
Length of railroay owned by company, as follows, viz.:	
Single track, main line, from Long Island railroad depot to Rockaway inlet.	1.14 miles.
Weight of rails per yard	47 Ibs.
Gauge of track	4 ft. 85 fa.
Number of box cars	· · · · · · · · · · · · · · · · · · ·
Schedule time making trip one way	10 min.
Cars are run	ry half hour. 5 cents.
Number of passenger carried in cars during year	39.33
Officers of the Company.	
	Address.
C. A. Cheever President New Y	ork city.
C. A. CHEEVER President New J. D. CHEEVER Vice-President New J. Dr. D. L. HAIGHT Treasurer New J. S. AUEBBACH Secretary New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH New J. S. AUEBBACH NEW J. AUEBBACH NEW J.	lork city. lork city. lork city.
Directors of the Company.	
Name. Residen	
J. D. CHEEVER	city.
C. A. CHEEVER New York O. L. HAIGHT New York	city.
J. S. AUERBACH New York	city.
WILLIAM A. WYAN. Far Bocka. C. CUNNINGHAM. Brooklyn,	way, L.L.N.Y. N. V
P. Donoeur. New York	city.

Title of company, The Rockaway Village Railroad Company.
Address of general offices, Far Rockaway, L. I., N. Y.
For information concerning this report, address Charles A. Cheever, President, B.
Park Row, New York city.

#### ROME CITY.

(Date of charter, December 22, 1885.)

For history of organization, see Report of 1887.

#### Capital Stock and Funded Debt.

CARTEAT, STOCK

	Capital	STOCK.			
		No. of sha	ree.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter			500	\$50,000	
Issued for actual cash		. 50 450 . 500		\$5,000 45,000	\$5,000
Total now outstanding	•••••			\$50,000	\$5,000
2	FUNDE	DEBT.			
			Ī	INTEREST.	
DESIGNATION OF LIEN.	W	hen due.	Rate.	When payable.	Cash realized on amount outstanding.
First mortgage bonds	ма	ay 1, 1917	p.c. 6	May1& Nov.1	\$120,000
Paid contractor capital stock, first m Preliminary surveys Paid William Moores for clerical ser Total cost of road	ortgag	• • • • • • • • • • • • • • • • • • • •		sh	Sept. 30, 1889.  \$45,000 00  120,000 00  3,000 00  500 00  1,500 00  \$170,000 00
Motel cost of equipment, not provide		PMENT.			£ #00.99
Total cost of equipment, not provide Grand total cost of road and equ	WER -	i			
Income Account for Gross earnings from operation Operating expenses (excluding all t Net loss from operation Income from other sources, as follow	Year T	Ending So	epte	\$287 5 4,200 0 3,000 0 120 0 120 0	\$15,827 73 16,236 18 . \$908 45 . 166 51
Interest	R SHOW	••••••		30 9	7,618
Deficit for year ending September		9	• • • • •		. \$8,360 44

#### General Income Account.

Compasi Income Account.	
Deficit for year ending September 30, 1889	\$8.300 ti 14,463 30
Total deficit September 30, 1889	\$12.763 &
· Analysis of Gross Earnings and Operating Expense	····
EARNINGS.	
From passengers	£7 725, 21\$
OPERATING EXPENSES.  Repairs of readhed and track	. 275
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of larness and stable equipment.	. 60 F
Repairs of cars and other vehicles	211 41 141 \$6
Horseshoeing.	. 757 %
Horseshoeing. Provender (including expense of grinding). Salaries of general officers and clerks.	4.385 30
Wages of conductors and drivers	. 2,039 35 . 3,361 54
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	3,620 \$
Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax	. 365 22 . 85 89
Legal expenses	. 16 29
Advertising, printing and office expenses	. 485 86 . 496 37
Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice	230 11
Total operating expenses	
General Balance Sheet September 30, 1889.	
Cost of road and equipment	
Cost of road and equipment	. \$176,689 33
Current assets, as follows, viz.:         \$1,272 8           Cash on hand         2,306 2           Bills receivable         2,306 2           Open accounts         90 3           Supplies on hand         272 0           Cash with superintendent         100 0           Profit and loss (deficiency)	<b>5</b> ▲
Front and ross (dencione)	
	\$203.494 39
T.TADIT.TOTPQ	
Liabilities. Capital stock	. \$50,000 in
Funded debt	. 120,000 w
Current liabilities, as follows, viz. : Interest on funded debt	
Interest on funded debt	. 3,000 m . 500 m
Open accounts Mortgage interest accrued	29,961 9
Mortgage interest accrued	·
•	\$203,494 29
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, single track, including sidings	. 6.70 miles.
Weight of rails per yard. Gauge of track. Number of box cars	. 38% lbs. 4 ft. 8% in.
Horses and mules Schedule time making trip one way Cars are run Ev	. 30 min.
Cars are run Rate of fare per passenger. Number of passengers carried in cars during year Average number of employees (including officials) during year.	6FY 7 TO 15 MIN. 5, 4 1-6, 4 CUS. 332,839
Salaries, Wages, Etc., of Officers and Employees.	
, -	Annual salary.
Table and an annual	

Superintendent Bookkeeper....

Official Address.

#### ROME CITY.

#### OTHER EMPLOYEES.

•	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	12	\$1 43 1 43
Watchmen Hostlers Blacksmiths	12	1 48 1 43 1 78 4-7
DIGUESIA CONTRACTOR CO		2.02.

Officers	of	the	Company.
		Title	

Antonio Rabines President. Chas, W. Datton Vice-President. WM. MOORES Secretary and Treasurer WM. P. RAYLAND. Superintendent	New York city.
Directors of the Company.	
Name.	Residence.
Antonio Rasines	. New York city.
CHAS. W. DAYTON	. NewlYork city.
WM. MOORES	. New York city.
John McWilliam Arthur L. Meyer	New York city.
JOHN S. MCWILLIAM	. New York city.
JOSEPH F. STIER	. New York city.

Title of company. Rome City Street Railway Company.
Address of general offices, 45 Pine street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address Wm. Moores, Secretary.

#### SCHENECTADY.

(Date of charter, February 25, 1886.)

For history of organization, see Report of 1887.

Name.

# Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Amount outstanding.
Authorized by law or charter	250	\$25,000	
Issued for actual cash	25 225	\$2,500 22,500	\$2,500
Total now outstanding	250	\$25,000	\$2,500
		22,500	

#### FUNDED DEBT.

			INTEREST.		
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstanding.	
First mortgage bonds	1916	p.c. 6	May and Nov.	\$30,000	

General Income Account.	
Deficit for year ending September 30, 1889	
Total deficit September 30, 1889	
Analysis of Gross Earnings and Oy	
Earnings.	
From passengers.	
OPERATING ET	
Repairs of roadbed and track	
Provender (including expense of grinding	
Horseshoeing	960, 200
Wages of watchmen, starters, switchm!	\$00,Z# 6
Legal expenses , '	
Advertising, printing and office exp	
Š	## ## ## ## ## ## ## ## ## ## ## ## ##
Total operating expenses 1	
3 7 7	\$360
General	
. Ending September 30, 1959.	
Cost of road and equipmer	72,12
Current assets, as follow (18X08)	9,338
Cash on hand Bills receivable	\$2,930
Open accounts as follows, miz.	
Supplies on hand 941 45 Cash with superinter 189 01	
., 610	13
	\$1,84
and reds	er ton
Capital stock Funded debt  Current li Interest o' Bills pay:  The pay of the	2, <b>4</b>
Bills pay: Open acc Open acc Stryear ending September 30, 1889	94,38
Mortga: Sur rear ending September 30, 1308	
General Income Account.	
rear ending September 30, 1889	\$4, <b>55</b> 3,55
Total deficit September 30, 1889.	\$8,18
Analysis of Gross Earnings and Operating Expenses,	
EARNINGS.	
passengers	\$7,12
OPERATING EXPENSES.	
urs of roadbed and track irs of buildings and fixtures. irs of cars and other vehicles irs of harness and stable equipment eshoeing in of harness and stable equipment.	202 14 14 167,1

Scheneotady.	899
clerks	550
	\$1,200 00
"Imen, roadmen, hostlarg ata	2,181 00
hmen, roadmen, hostlers, etc	00 /0
*	131 23
***************************************	220 40
	25 11
***************************************	\$9,838 12
· 30, 18 <del>8</del> 9.	
1.	<b>\$65</b> ,867 85
11,	4,352 20
	850 90
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. 183 24
***************************************	8,168 37
	\$69,371 66
	400,011.00
LIABILITIES.	
******************************	\$25,000 00 \$0,000 00
и	
ating debt	750 00 169 47
	9,807 48
	1,004 76
	\$69,871 66
istics of Road, Equipment, Etc.	
· -	Miles.
******************************	2
	.275
d sidings owned	2.275
	40 lbs.
	4 ft. 8% in.
	5
	. 5 90
W&Y	45 min.
	Every 15 min.
n cars during year	5 cents. 146,711
including omcials) during year	10
es, Etc., of Officers and Employees.	
	nnual salary.
••••••	\$1,200 00
OTHER EMPLOYEES.	ages per day.
************************************	\$1.50
***************************************	1 25
•••••••••••••••••••••••••••••••••••••••	1 33 1 48
deers of the Company.	
Title. Official Add	·ess.
ident	w York city.
	iz.:  diating debt.  atting debt.  istics of Road, Equipment, Etc.  inpany, as follows, viz.:  id sidings owned.  way  nears during year including officials during year.  es, Etc., of Officers and Employees.  Officials Adub  Cofficial Adub  Title.  Official Adub

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# REPORT OF THE RAILBOAD COMMISSIONERS.

# Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1880.
Buildings and fixtures	\$28 30	20 F30\$ N 600, 22
Total cost of road	\$28 30	\$65,867 B
EQUIPMENT.		\$2,355.9
Horses		161 15
Cars Wagons, trucks, snow plows, sleighs	\$265 20	251 & 1,70 %
Total cost of equipment	\$255 20	製,業 2
Grand total cost of road and equipment	\$283 50	\$60,220 &
DETAILS OF ADDITIONS OR BETTERMENTS DUE One new chimney		88 3 35 5
Total		199 S
Income Account for Year Ending Septem	ber 30, 1959.	
Gross earnings from operation	· · · · · · · · · · · · · · · · · · ·	97,317 E 11 928, 9
Net loss from operation		11.00 5
Income from other sources, as follows, viz.: Horse shoeing	\$41 4/ 182 0	ja é
Net loss from all sources		. 12.16
Taxes on property used in operation of road.  Taxes on property used in operation of road.  Taxes on earnings and capital stock.  Taxes other than above, Railroad Commissioners.  Interest on funded debt due and accrued.  Interest on floating debt.	39 1 15 9 1,800 0	l 3 )
Deficit for year ending September 30, 1989	•••••	84,386 9
General Income Account.		
		4.387
Deficit for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	3,890 [
Total deficit September 30, 1889		\$8,141.5
Analysis of Gross Earnings and Operat	ing Expense	<b>.</b>
Earnings.		87.317 <b>5</b>
From passengers	• • • • • • • • • • • • • • • • • • • •	. \$1,41°
OPERATING EXPENSES. Repairs of touldings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Provender (including expense of grinding)	••••••	140 M 140 M 000 M

Scheneotady.	899
Salaries of general officers and clerks.  Wages of conductors and drivers.  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.  Light and fuel.  Advertising, printing and office expenses  Insurance.  Removal of snow and ice	1,437 39 33 43 131 23 220 40
Total operating expenses	\$9,838 12
General Balance Sheet September 30, 1899.	
Assets.	
Cost of road	
Other permanent investments, as follows, viz.:  Real estate	850 90
Current assets, as follows, viz.:	183 24
Cash on hand. Profit and loss (deficiency).	8,168 37
	\$69,371 66
_	
Capital stock Liabilities.	\$25,000 00
Funded debt	30,000 00
Current liabilities, as follows, niz.:	
Interest on funded debt, due	2,700 00
Interest on Iunged debt, accrued	750 00 169 47
Current liabilities, as follows, viz.: Interest on funded debt, due Interest on funded debt, accrued Interest due and accrued on floating debt. Bills payable. Open accounts.	9,807 48 1,004 78
•	\$69,371 66
•	
05	
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.:	Miles.
	2
Longth of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.	2.275
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.	2.275
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track  Number of box cars.	2.275 2.275 40 lbs. 4 ft. 8½ in.
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track  Number of box cars	2 .275 2 .275 40 lbs. 4 ft. 8% in. 5 5 5 30
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track  Number of box cars.  Sleighs  Horses  Schedule time making trip one way.	2 .275 2 .275 40 lbs. 4 ft. 8½ in. 5 5 6 45 min.
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars.  Sleighs Horses.  Schedule time making trip one way.	2 .275 2 .275 40 lbs. 4 ft. 8½ in. 5 5 6 45 min.
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track  Number of box cars.  Sleighs  Horses  Schedule time making trip one way.	2.275 2.275 40 lbs. 4 ft. 8½ in. 5 5 30 45 min. Every 15 min.
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars.  Sleighs Horses.  Schedule time making trip one way.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 6 on Every 15 min. 6 cents. 140,711
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars. Sieighs Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 6 on Every 15 min. 6 cents. 140,711
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars. Sieighs Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 30 45 min. 5 cents. 146,711 10
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars. Sleighs Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.  Officers.  As	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 30 45 min. 5 cents. 146,711 10 nnual salary. \$1,200 00
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track Number of box cars Sleighs Horses Schedule time making trip one way. Cars are run. Rate of fare per passenger Number of pessengers carried in cars during year. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees. Officers.  Other Employees.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 80 45 min. 5 cents. 146,711 10 nnual salary. \$1,200 00
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  dings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track.  Number of box cars. Sleighs. Horses. Schedule time making trip one way. Cars are run. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.  Officers.  Other Employees.  W. Drivers.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 80 45 min. 5 cents. 146,711 10 nnual salary. \$1,200 00 (ages per day. \$1 50 1 25 1 33
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track Number of box cars. Sleighs Horses. Schedule time making trip one way.  Cars are run. Rate of fare per passengers carried in cars during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.  Officers.  OTHER EMPLOYEES.  W  Drivers.  Boadmen. Hostlers.  Blacksmith.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 5 30 45 min. 5 cents. 146,711 10  nnual salary. \$1,200 00 (ages per day. \$1 50 1 26
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard. Gauge of track  Number of box cars Sleighs Horses Schedule time making trip one way. Cars are run. Cars are run. Average number of employees (including officials) during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees. Officers.  Other Employees. Weight of rails per yard.  Other Employees.  Weight of rails per yard.  Cars are track.  Officers of the Company.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 80 45 min. 5 cents. 146,711 10 21,200 00 22,200 00 23,200 00 24,200 00 25,200 00 26,200 00 26,200 00 27,200 00 28,200 00 28,200 00 29,200 00 20,200 00
Length of railway owned by company, as follows, viz.:  Single track, main line, about.  Jings on main line.  Total length of all tracks and sidings owned.  Weight of rails per yard.  Gauge of track Number of box cars. Sleighs Horses. Schedule time making trip one way.  Cars are run. Rate of fare per passengers carried in cars during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees.  Officers.  OTHER EMPLOYEES.  W  Drivers.  Boadmen. Hostlers.  Blacksmith.	2 .275 2.275 40 lbs. 4 ft. 8½ in. 5 5 30 45 min. 5 cents. 146,711 10  anual salary. \$1,200 00 (ages per day. \$1 50 1 25 1 33 1 43

#### REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.	
Name.	Residence.
A. R. Chisolm,	New York city.
C. M. Pratt	New York city.
A. C. Bedford	New York city.
F. L. White	. New York city.
WM. PHELPS,	. New York city.
W. F. CAREY.	, New LOFK CILY.
Title of company, Schenectady Street Railway Company. Address of general offices, Schenectady, N. Y. Date of close of fiscal year, September 20. Date of stockholders' annual meeting, second Monday in December for information concerning this report, address A. C. Bedford, Se	er. cretary.

#### SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

For history of organization, see Report of 1885. Road opened to the public for the present season June 8, 1889, and continued until September 9, 1889, when it was closed for the season.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realism on amount outstanding
Authorized by law or charter	1,000	\$10,000	
Issued for actual cash	848 100	\$8,480 1,000	\$0,400 1,400
Total now outstanding	948	\$9,480	<b>39,49</b>

#### FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstand-ing.	Cash realized on amoust outstand- ing.
First mortgage bonds	Feb. 6, 1891	p.c.	Feb. 6, Aug. 6	\$2,000	\$2,00

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 189.
Roadbed, superstructure and rails	\$20 00	\$4,664 # 1,797 E 636 \$
Total cost of road	\$20 00	\$7,161 55

# SEA CLIFF INCLINED CABLE.

# Cost of Road and Equipment - (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Cars		\$600 0 3,900 0 378 0
Total cost of equipment		\$4,878 0
Grand total cost of road and equipment	\$20 00	\$11,979 5
Details of Additions of Betterments Du Electric bells for signalling		
Income Account for Year Ending Septe		
Gross earnings from operation	•	
Gross income from all sources		\$203 7
Deductions from income, as follows, viz:  Taxes on property used in operation of road	\$86 40 60 00	146 4
Surplus for year ending September 30, 1889		967 8
buspids for your charing sopromotion of loos	• • • • • • • • • • • • • • • • • • • •	
General Income Account	t. '	
Surplus for year ending September 30, 1889		\$57 8 381 16 35 0
Total surplus September 30, 1889	· · · · · · · · · · · · · · · · · · ·	\$478 5
Analysis of Gross Earnings and Opera	ing Expense	J• .
Earnings.	-	
	-	\$1,181 0
From passengers		\$1,181 0
EARNINGS.  From passengers.  OPERATING EXPENSES. Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of cars and other vehicles Wages of conductors and engineers		\$1,181 0 \$147 1 12 4 4 5 487 2
EARNINGS.  From passengers.  OPERATING EXPENSES. Repairs of roadbed and track		\$1,181 0 \$147 10 12 44 4 50 487 20 216 64 30 00
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures  Repairs of cars and other vehicles  Wages of conductors and engineers  Light and fuel  Water tax  Insurance.  Supplies for engine.		\$1,181 0 \$147 1 12 4 4 5 487 2 216 6 30 0 47 2 15 3
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures  Repairs of cars and other vehicles  Wages of conductors and engineers  Light and fuel  Water tax  Insurance  Supplies for engine  Canyas for engine  Canyas for engine		\$1,181 0 \$147 1 12 44 4 56 487 2 216 6 30 0 47 24 15 39 9 44 2 5
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures  Repairs of cars and other vehicles  Wages of conductors and engineers  Light and fuel  Water tax  Insurance.  Supplies for engine.		\$1,181 0 \$147 1 12 44 4 56 487 2 216 6 30 0 47 24 15 39 9 44 2 5
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures.  Repairs of cars and other vehicles.  Wages of conductors and engineers.  Light and fuel.  Water tax  Insurance.  Supplies for engine.  Ganyas for engine.  Canyas for engine.		\$1,181 0 \$147 1 12 44 4 56 487 2 216 6 30 0 47 24 15 39 9 44 2 5
EARNINGS.  From passengers.  OPERATING EXPENSES. Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of cars and other vehicles Wages of conductors and engineers Light and fuel Water tax Insurance. Supplies for engine. Supplies for engine. Canvas for engine. Freight and sundries.  Total operating expenses  General Balance Sheet September		\$1,181 0 \$147 11 12 44 4 56 487 22 216 64 30 00 47 24 15 39 9 44 2 56 4 77
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of cars and other vehicles.  Wages of conductors and engineers Light and fuel.  Water tax Insurance. Supplies for engine. Supplies for engine. Canvas for engine. Freight and sundries.  Total operating expenses  General Balance Sheet September Assers.		\$1,181 0 \$147 1 12 4 4 5 487 2 216 6 30 0 47 2 15 3 9 4 4 7 2 5 4 7 3 9 4 7
From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of cars and other vehicles Wages of conductors and engineers Light and fuel Water tax Insurance Supplies for engine Supplies for engine Canvas for engine Freight and sundries.  Total operating expenses  General Balance Sheet September Assets.  Cost of road Cost of equipment	30, 1889.	\$1,181 0 \$147 11 12 44 4 56 487 22 216 66 30 00 47 21 15 39 9 44 2 56 4 70 \$977 22
From passengers.  OPERATING EXPENSES. Repairs of roadbed and track. Repairs of buildings and fixtures Repairs of cars and other vehicles Wages of conductors and engineers Light and fuel. Water tax Insurance. Bupplies for engine. Supplies for engine. Canvas for engine. Freight and sundries.  Total operating expenses  General Balance Sheet September Assers.  Cost of road.	30, 1889.	\$1,181 0 \$147 11 12 44 4 56 487 22 216 66 30 00 47 21 15 39 9 44 2 56 4 70 \$977 22

Liabilities.		
Capital stock. Funded debt	· · · · · · · · · · · · · · · · · · ·	\$9,488 00 2,000 00
Current liabilities, as follows, viz.: Bills payable		36 04
Profit and loss (surplus)	••••	
	:	\$11,989 56
Characteristics of Road, Equipme	nt, Etc.	
Length of railway owned by company, as follows, viz.:	•	Feet.
Single track, main line, from shore to top of bluff Second track on main line	• • • • • • • • • • • • • • • • • • • •	479 478
Total length of all tracks and sidings owned		966
Weight of rails per yard	····	25 lbs. 4 ft. 8% in.
Open cars Schedule time making trip one way	· · · · · · · · · · · · · · · · · · ·	45 seconds.
Cars run when there are passengers. Rate of fare per passenger		*5 cents.
Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials), during	year	25 .958 3
Wages, Etc., of Employees	•	
	Average number of hours on duty per day.	Wages per day.
Conductors	. 12	\$1 and 1 25 3 33%
Officers of the Company.		
Name. Title.	Micial Address.	
J. W. LANE President Flatbu CHANCY COMES Vice-President Sea Cli W. R. DEPUY Secretary Sea Cli A. C. DAILEY Treasurer 135 W. 4	sh ave., Brooki ff, N. Y. ff, N. Y. on list street, New	yn.iN.IY. 4=1 York city.
Directors of the Company.	_	
Name.	Reside	nce.
J. W. LANE. W. R. DEPUY A. O. DAILEY CHANCY COMBS E. A. DAILEY	Sea Cliff, New York Sea Cliff, New York New York	N. Y. city, N. Y. N. Y. city N. Y.
Title of company, Sea Cliff Inclined Railway Company. Address of general offices, Sea Cliff, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Tuesday in O For information concerning this report, address W. R. De		

#### SECOND AVENUE (New York city).

(Date of charter, January 21, 1858.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.	
Authorized by law or charter	25,000	\$2,500,000		
Issued for actual cash	16,239	\$1,623,900	\$1,623,900	
services	2,381	238,100		
Total now outstanding	18,620	\$1,862,000	\$1,623,900	
	<u> </u>		<u> </u>	

#### FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstanding.	Cash realized on amount outstanding.
General cons. mortgage bonds Debenture bonds	Nov. 1, 1909 Jan. 1, 1909	p. c. 5 5	May & Nov. Jan. & July	\$1,600,000 150,000	\$1,629,627 50 147,000 00

#### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails. Buildings and fixtures.	\$30,275 16	\$1,945,047 68 991,860 25
Total cost of road	\$30,275 16	\$2,936,907 88
EQUIPMENT, Horses		\$274,090 00 14,368 99
Cars	\$25,118 00 *2,859 06	247,797 00 26,665 90
Total cost of equipment	\$22,258 94	\$562,831 89
Grand total cost of road and equipment	\$52,534 10	\$3,499,789 77
	:	[

# 

Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$656,010 89 694,773 91
Net earnings from operation	\$161,222 79
Income from other sources, as follows, viz.: Rent of car panels	968 13
Gross income from all sources	\$162,191 12
Deductions from income, as follows, viz.:         \$47,577 96           Taxes on earnings and capital stock         \$47,577 96           Interest on funded debt due and accrued         \$5,178 93           Annual rent         4,732 34	
<del></del>	137,460 23
Surplus for year ending September 80, 1889	\$34,701 60
General Income Account.	
Surplus for year ending September 30, 1889	\$34,761 B
Deficit up to September 30, 1888.	64,63 8
Add amount paid during the year, mainly arrears of taxes	\$39,971 SI 21,069 M
Total deficit September 30, 1889.	\$61,930 55
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers	9856,0LD 91
OPERATING EXPENSES.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of oars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Frovender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy cars. Wages of watchmen, statters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses. Insurance Oil for cars Sundry expenses not classified Interest Sprinkling tracks  Total operating expenses	\$16,395 M 2,992 H 7,356 H 7,356 H 60,973 H 198,314 G 17,109 H 233,344 G 7,679 H 1,686 G 7,679 H 11,686 G 9,277 G 9,277 G 60,171 G
=	
General Balance Sheet September 30, 1889. Assets	
Cost of road	\$2,936,987 # 6 173,636
Current assets, as follows, viz.:       \$140,433 35         Cash on hand       \$140,433 35         Supplies on hand       6,845 47         Sundries       5,795 36	153,074 🖷
Profit and loss (deficiency)	61,036 # 83,713,844 W
•	
Capital stock	\$1,802,000 09 1,750,000 05 60,000 00

# SECOND AVENUE.

Current liabilities, as follows, viz.: nterest on funded debt due and accrued pen accounts	5,8	86 40		\$41,844 7
			\$8,	713,844 7
				***************************************
Characteristics of Road, Equipme	nt, Etc.			
Length of railway owned by company, as follows, viz.:				Miles
ingle track, main line, from Harlem river to Peck slip ingle track, branch, from Astor place, Worth street and street to Ninety-second Street ferry				8 2
street to Ninety-second Street terry ingle track, branch, from Harlem river to Fifty-ninth st avenue	reet and l	First	; 	3.
Total length of single track on main line and branches.  econd track on main line and branches	• • • • • • • • • • • • • • • • • • • •	• • • • •		13. 13. 1
Total length of all tracks and sidings owned				28
Veight of rails per yard lauge of track lumber of box cars pen cars			4	60 lbs ft. 8% in
Open cars  Torses and mules	•••••••	••••		16 1,60
chedule time making trip one way		• • • • •	1 h	r. 20 min
chedule time making trip one way ars run, according to time of day	• • • • • • • • • • • • • • • • • • • •	Eve	ry 1 %	to 5 min
late of fare per passenger. Jumber of passengers carried in cars during year .verage number of employees (including officials) during y	70ar	••••		5 cents 17,120,21 59
Salaries, Wages, Etc., of Officers and	Employe	<b>08</b> .		
Officers and Clerks.		1	Annu	al salary
Offices and Cleers. President, treasurer, secretary, superintendent, receivers	•			al salary \$17,169 9
	•			-
President, treasurer, secretary, superintendent, receivers a	•			-
President, treasurer, secretary, superintendent, receivers a	and clerks	 e		\$17,169 9
President, treasurer, secretary, superintendent, receivers a OTHER EMPLOYEES.	Averag	e d		\$17,169 9
President, treasurer, secretary, superintendent, receivers a OTHER EMPLOYEES.	and clerks	e of		-
President, treasurer, secretary, superintendent, receivers a OTHER EMPLOYEES.	Average number hours on d	e of luty		\$17,169 9
President, treasurer, secretary, superintendent, receivers a OTHER EMPLOYEES.  Onductors Drivers	Average number hours on deper day	e of luty	Wa	\$17,169 9 ges per day.
President, treasurer, secretary, superintendent, receivers a OTHER EMPLOYEES.  Onductors Drivers	Average nours on deper day	e of luty	Wa	\$17,169 9 ges per day. \$2 0 2 0 00 to 2 5 1 7
OTHER EMPLOYEES.  Onductors  Privers Starters Watchmen	Averag number hours on d per day	e of luty	Wa	\$17,169 9  ges per day.  \$2 0  2 0  00 to 2 5  1 7  1 7
Orher Employees.  Orher Employees.  Onductors  Privers  Starters  Vatchmen  Coadmen  Hostlers	Average number hours on deper day	e of luty	Wa	\$17,169 9 ges per day. \$2 0 2 0 00 to 2 5 1 7
OTHER EMPLOYEES.  Onductors Drivers Starters Watchmen Witchmen Losdines Los	Average nours on deper day	0 12 12 11 11 10	Wa	\$17,169 9  ges per day.  \$2 0 00 to 2 0 1 7 1 7 1 7 10 to 1 2
Orher Employees.  Orher Employees.  Onductors  Privers  Starters  Vatchmen  Coadmen  Hostlers	Average number hours on deper day	0 12 12 12 12 12 11 11 11	Wa	\$17,169 9  ges per day.  \$2 0  00 to 2 5  1 7  1 7  1 7
OTHER EMPLOYEES.  Onductors Drivers Starters Watchmen Witchmen Losdines Los	Average number hours on deper day	0 12 12 11 11 10	Wa	\$17,169 9  ges per day.  \$2 0 00 to 2 0 1 7 1 7 1 7 10 to 1 2
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Onductors  Privers  Starters  Watchmen  Switchmen  Loadmen  Loadmen  Loaters  Illi boys  Jar cleaners	Average number hours on deper day	e of luty ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 11   10   10	Wa	\$17,169 9  ges per day.  \$2 0 00 to 2 0 1 7 1 7 1 7 10 to 1 2
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Conductors  Privers  Starters  Watchmen  witchmen  loadmen  loadmen  loaters.  Ill boys  Lar cleaners.  Accidents.	Average number hours on deper day	e of luty ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 11   10   10	Wa \$2 1	\$20 per day.  \$20 0 to 25 1 7 17 17 17 17 17 17 Total.
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Onductors Privers Starters Watchmen Witchmen Witchmen Lostlers Lill boys Jar cleaners  Accidents.	Average number hours on deper day	e of luty :- ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 11 ) 11	Wa \$2 1 1 llled.	\$2 0 00 to 2 5 1 7 1 7 00 to 1 2 1 7 Total.
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Onductors  Drivers  Starters  Watchmen  Syltchmen  Soldmen  Lostlers  Illi boys  Par cleaners  Accidents.	Average number hours on deper day	e of luty :- ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 11 ) 11	Wasselled.	\$17,169 9  ges per day.  \$2 0 00 to 2 5 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Onductors Privers Starters Watchmen Witchmen Witchmen Lostlers Lill boys Jar cleaners  Accidents.	Average number hours on deper day	e of luty :- ) 12 ) 12 ) 12 ) 12 ) 12 ) 12 ) 11 ) 11	Wa \$2 1 1 llled.	\$2 0 00 to 2 5 1 7 1 7 00 to 1 2 1 7 Total.
OTHER EMPLOYEES.  OTHER EMPLOYEES.  Onductors  Privers  Starters  Watchmen  Switchmen  Loadmen  Loadmen  Loaters  Ill boys  Jar cleaners  Accidents.	Average number hours on deper day	0 of (uty ) 12 ) 12 ) 12 ) 12   11   10   10	Wa \$2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$2 0 00 to 2 5 1 7 1 7 1 7 00 to 1 2 1 7 7 Total.

#### REPORT OF THE RAILBOAD COMMISSIONERS.

Directors of the Company.	
Name.	Residence.
GEORGE S. HART	New York city.
M. M. White	New York city.
Samuel Knox	New York city.
EDWARD C. SMITH.	Brooklyn, N. Y.
Moses Mehrbach	New York city.
CHARLES BROWNOMAN	New York city.
Noah C. Rogers	New York city.
James L. Breene	New York city.
Augustus 8. Hutchins	New York city.
PAYSON MORRILL	New York city.
CHARLES F. Cox	New York city.
(Two vacancies.)	
Title of company, Second Avenue Railroad company. Address of general offices, Second avenue and Ninety-sixth street, Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in April.	New York city.
For information concerning this report, address John B. Underhill	, Secretary.

#### SENECA FALLS AND WATERLOO.

(Date of charter, March 22, 1886.)

For history of organization, see Report of 1887. No report received for 1889. Road sold under foreclosure November 22, 1889. Letter relative to this company filed with Board December 23, 1889.

# SEVENTH WARD (Syracuse).

(Date of charter, March 11, 1886.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

		No.	of shares.	Par value.	on amount outstanding.
Authorized by law or charactual cash and now outs	ter, issued for tanding		500	\$60,600	\$15,000
	Fundi	ED D	EBT.		
	,		INTEREST.	Amount	Cash realized
DESIGNATION OF LIEN.	When due.	Date.	When payable.	outstand ing.	on amount outstanding.
Bonds (20 years)	. August, 1906	p.c.	Feb. and A	ng. \$25,00	0 \$25,699

Cost of Road and Equipment.	Matal cost up to
Road.	Total cost up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$23,734 TB
Total cost of road	

# SEVENTH WARD.

EQUIPMENT.	
Horses. Harness. Cars.	\$3,976 65 821 78 5,600 91
Hay cutter, tools, etc	458 11 399 27
Total cost of equipment	\$10,756 72
Grand total cost of road and equipment	\$41,783 12
Income Account for Year Ending September 30, 1889.	•
Gross earnings from operation	\$17,912 32 14,009 94
Net earnings from operation	\$3,902 38
Income from other sources, as follows, viz.: Miscellaneous	217 49
Gross income from all sources.	\$4,119 87
Deductions from income, as follows, viz.:  Taxes on property used in operation of road.  Taxes on earnings and capital stock	
1,000 00	1,884 59
Net income from all sources	\$2,235 28
Payments from net income, as follows, viz.: Dividends declared, 3 per cent on capital stock	
Surplus for year ending September 30, 1889	\$735 28
General Income Account.	
Surplus for year ending September 30, 1889 Surplus up to September 30, 1888	\$785 28 8,583 05
Total surplus up to September 30, 1889	\$4,318 33
Analysis of Gross Earnings and Operating Expenses.	
From passengersEarnings.	A15 010 9m
From passengers	\$17,912 52
OPERATING EXPENSES.	\$114 95
Repairs of roadbed and track Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing. Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Light and fuel	279 88
Horseshoeing	241 07 612 42
Renewals of horses and mules	427 50 2,975 48
Salaries of general officers and clerks	1,620 00
Wages of conductors and drivers	6,099 57 122 54
Water tax Legal expenses Advertising, printing and office expenses.	45 60
Advertising printing and office expenses	35 86 266 37
insurance	783 69
Contingencies	435 01
Total operating expenses	\$14,009 94
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	
Cost of equipment	\$23,724 73 10,756 72
Oost of equipment Other permanent investments, as follows, vz.: Real estate	
Other permanent investments, as follows, viz.:	10,756 72

# REPORT OF THE RAILROAD COMMISSIONERS. LIABILITIES.

LIABILITIES.		
Capital stock Funded debt Profit and loss (surplus)		. 15.004
		\$79,318 H
Characteristics of Road, Equipme	nt, Etc.	
Length of railway owned by company, as follows, viz.:	·	Miles
Single track, main line, from Salina street to Oakwood Single track, branch		. 13
Total length of single track on main line and branch	•	1.5
Weight of rails per yard Gauge of track Number of box cars. He rees and mules Schedule time making trip one way Cars are run Rate of fare per passenger. Number of passengers carried in cars during year Average number of employees (including officials), during	• • • • • • • • • • • • • • • • • • • •	25 minutes Every 10 mls
Salaries, Wages, Etc., of Officers and Officers and Clerks.		Annual salar.
President		
Superintendent Clerk		. 7893
OTHER EMPLOYEES.		
	Average number of hours on duty per day.	Wages per day.
Drivers	14	20.0
Watchmen Roadmen Flagman Syracuse, Binghamton and New York Bailroad	14	1 £ 1 £ \$15 month!
Officers of the Company.  Name.  E. F. Rice	rer Syra Syra Syra	iel Address. Icuse, N. I. Cuse, N. I.
Name.  E. F. RICE.  DANIEL CANDEE  EDWARD B. JUDSON, Jr.  ROGEE S. SPERBY  D. K. MCCABTHY.  DENNIE MCCABTHY  J. NILES KNAPP. R. H. MOLYNEUX  LOUIS MABSHALL  Title of company, Seventh Ward Street Railroad Company General offices at No. 3 Hendricks' Block, Syracuse, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in M. For information concerning this report, address E. J. Rie	Re	sidence.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.  Cuse, N. Y.
Date of stockholders' annual meeting, first Monday in M. For information concerning this report, address E. J. Ri	arch.	

# SIXTH AVENUE (New York city).

(Date of charter, September 6, 1851.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	\$15,000	\$1,500,000	\$1,500,000

#### FUNDED DEBT.

			INTEREST.	A	Cash
Designation of Lien.	When due.	Rate.	When payable.	Amount outstand- ing.	realized onamount outstand- ing.
First mortgage bonds	July 1, 1890	p.o.	Jan. 1 & July 1	\$500,000	\$511,651 17

Cost of Road and Equipmen	1 <b>t.</b>		_
ROAD.	Additions or betterments. during year ending Sept. 30, 1889.	Total cost of road an equipment up to Sept. 30, 1889.	d t., \$
Roadbed, superstructure and rails, and right of way Real estate, buildings and fixtures		\$621,605 999,660	
Total cost of road	. \$1,957 98	\$1,621,265	92
EQUIPMENT. Horses and harness		\$187,601 284,266	
Total cost of equipment	•••••	\$421,867	36
Grand total cost of road and equipment		\$2,048,133	28
DETAILS OF ADDITIONS OR BETTERMENTS DU Sewer assessments	•••••	. \$1,967	98
Gross earnings from operation. Less operating expenses (excluding all taxes),	• • • • • • • • • • • • • • • • • • • •	. \$690,958 . 491,530	
Net earnings from operation		\$199,427	59
Income from other sources, as follows, viz: Panel rent, interest, etc		. 4,370	82
Gross income from all sources	••••••	. \$208,798	41

Deductions from income, as follows, viz.: Taxes on earnings and capital stock	\$61,eas as
Net income from all sources	\$122,738 4
Payments from net income, as follows, viz.: Dividends declared, five per cent on capital stock	75,686 a
Surplus for year ending September 30, 1889	\$67,738 &
General Income Account.	
Surplus for year ending September 30, 1889	\$47,738 & 8,344 B
Total surplus September 30, 1889.	\$30,550 9
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers	\$600,552 6
OPERATING EXPENSES.	
Renairs of roadhed and track	25,05 %
Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing	567 y 17.922 @
Repairs of harness and stable equipment	7.120 0
Horseshoeing	14,066 R 26,382 S
Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	85.155 4
Salaries of general officers and clerks	29,62 F
Wages of watchman starters switchman roadman hostlers atc	162,729 3 101,589 9
Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses	4,582 7
Water tax	46 A 3,36 Z
Damages to persons and property	17,184 2
Advertising, printing and office expenses	
Insurance Removal of snow and ice	· 4,192 %
Removal of Show and 10e	1.59 #
Rent Sundries	5,351 5
Total operating expenses	\$491,536 %
General Balance Sheet September 30, 1889.	-/- <del>-</del>
Assets.	
Cost of road	\$1,621,265 % 421,867 \$
Other permanent investment, as follows, viz.; Long Island Land Fertilizing Company	6,300 #
Ourrent assets, as follows, viz.:	
Onen accounts 5.538 56	
Oast on hand       \$69,655       53         Open accounts       5,838       56         Supplies on hand       10,000       60	
<del></del>	75,194
	\$2,134,657 F
Liarilities.	
Capital stock	\$1,500,000
Funded debt	500,000 #
Current liabilities, as follows, viz.:	8,750 <b>d</b>
Interest	76,329 #
Open accounts Profit and loss (surplus)	39,661 #
	\$2,194.65° \$
Characteristics of Road, Equipment, Etc.	
· · ·	Miles
Length of railway owned by company, as follows, viz.: Single track, main line, from Fifty-ninth street to Canal street at Varick	
street.	3.44 3.44
Sidings on main line	.3
	7.6
Total length of all tracks and sidings owned	1.0

(in common at Canal str at Vesey str	with eet eet	1.12 1.12 2.24
d operated		9.87
		60 lbs. ft. 8% in. 102 15
		al salary. \$22,500 6,064
hours on	of William	ager per day.
10 to 10 to	0 12   \$2 5 0 12   \$2 5 0 12   0 12	\$2 00 2 00 25 and 2 00 1 75 1 75 1 75 2 55
•		
Injured.	Killed.	Total.
4	i 1	2 1 5
Official Ad Sixth ave., Sixth ave., Sixth ave.,	New Yor New Yor New Yor	
	Average number of per day 10 to 10 t	Average number of hours on duty per day.  10 to 12 10 to

Title of company, The Sixth Avenue Railroad Company.
General offices at 755 Sixth avenue, New York city.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address H. S. Moore, Secretary.

#### SOUTH BROOKLYN CENTRAL.

(Date of charter, August, 1887.)

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

No. of shares. Par	
1,260	Authorized by law or charter and now outstanding
	APPRICATE PROPERTY AND AND AND AND AND AND AND AND AND AND

#### FUNDED DEBT.

			INTEREST.		Onet
Designation of Lien.	When due.	Rate.	When payable.	Amount outstand- ing.	realized on amount outstand- ing.
First mortgage bonds		p.c. 7 6	Aug. 1& Feb. 1 Aug. 1& Feb. 1 Dec. & June	\$125,000 150,000 3,500	\$150,001

. Boad.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1880.
Roadbed, superstructure and rails. Real estate		9293,469 N 14,463 E 21,063 E
Total cost of road		\$327,955 %
Equipment. Horses	\$2,089 78 120 50	929,984 N 9,110 9,110 11,146,84
Cars	*100 00	1,15
Total cost of equipment	\$2,110 28	R 222, 198
Grand total cost of road and equipment	\$2,110 28	\$400,300.00

<sup>\*</sup>Decrease.

# SOUTH BROOKLYN CENTRAL.

		`	
DETAILS OF ADDITIONS OR BETTERMENTS DURING	THE YEAR.		
Increased value of horses		\$2,089 '	78
Increased value of harness.		120 (	50
Increased value of harness		100 (	00
	-		_
Total		\$2,110	28
1			-
	· · · · ·	•	
Income Account for Year Ending September	· 30, 1889.		
Out as a semile as from an analysis		ACT DAY	-
Gross earnings from operation	••••••	\$87,965 74,394	02 48
Those obetating exhenses (exercitating an expes)	••••••••••	12,002	
Gross income from all sources		\$13,571	14
Deductions from income, as follows, viz.:  Taxes on property used in operation of road	\$1,141 98		
Taxes on earnings and capital stock.  License on cars  Interest on funded debt due and accrued.	1,958 05		
License on cars	340 00	•	
Interest on funded debt due and accrued	17,925 00		
Rent paid for tracks	200 00	21,615	_
		21,010	-
Deficit for year ending September 30, 1889		\$8.043	89
			=
General Income Account.			
denoine income income			
Deficit for year ending September 30, 1889		\$8,043	89
Charged direct to profit and loss		97	00
	•		_
Surplus up to September 30, 1888		\$8,140	88
Entroping up to perfember 30, 1000	•••••••	10,881	20
Total surplus September 30, 1889		\$2,240	81
			=
A 1 1 1 1 1			
Analysis of Gross Earnings and Operating I	expenses.		
EARNINGS.			
From passengers		\$87,690	62
From passengers	• • • • • • • • • • • • • • • • • • • •	\$87,690 275	
•		275	00
From passengers. Bigns in cars. Total gross earnings.			00
Total gross earnings		275	00
Total gross earnings  Operating Expenses,		\$87,965	62
Total gross earnings.  Operating Expenses,		\$87,965 ( \$1,473 :	62
Total gross earnings.  Operating Expenses,		\$87,965 ( \$1,473 : 548 :	00 62 = 39 23
Total gross earnings.  Operating Expenses,		\$87,965 (\$1,473 : 548 : 3,922 (\$1,473 : 548 : 548 : 3,922 (\$1,473 : 548	00 62 89 28 66
Total gross earnings  OPERATING EXPENSES, Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment.		\$1,473 548; 3,922 716 2,574	00 
Total gross earnings  OPERATING EXPENSES, Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment.		\$1,473 548; 3,922 716 2,574	00 62 89 28 66 19 32 96
Total gross earnings  OPERATING EXPENSES, Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment.		\$1,473 548; 3,922 716 2,574	00 
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding)		\$1,478 \$1,478 \$3,922 716 2,574 2,415 17,266	00 62 89 23 66 19 32 96 10 00
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding)		\$1,478 \$1,478 \$3,922 716 2,574 2,415 17,266	00 
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding)		\$1,478 \$1,478 \$3,922 716 2,574 2,415 17,266	00 
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding)		\$1,478 \$1,478 \$3,922 716 2,574 2,415 17,266	00 62 89 23 66 19 98 10 00 36 17
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding)		\$1,478 \$1,478 \$3,922 716 2,574 2,415 17,266	00 62 89 23 66 19 96 10 00 00 36 17 87
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses		\$1,473 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832	00 
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses		\$1,473 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832	00 62 89 23 66 19 92 96 10 00 96 17 87 90 00 03
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses		\$1,473 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832	00 62 89 23 56 19 92 96 10 00 00 36 17 87 90 00 00 00 00
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice.		275 \$87,966 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832 14 96 1,036	00 62 89 23 56 19 96 10 00 00 63 67 90 00 60 50
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses		275 \$87,966 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832 14 96 1,036	00 62 89 23 56 19 96 10 00 00 63 67 90 00 60 50
Total gross earnings.  OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice.		275 \$87,966 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,901 663 111 3,832 14 96 1,036	89 23 56 19 96 10 00 00 36 17 87 90 00 00 50 80
OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies		275 \$87,965 \$1,473 \$48,3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 96 1,086 96 483	89 23 56 19 96 10 00 00 36 17 87 90 00 00 50 80
OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.		275 \$87,965 \$1,473 \$48,3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 96 1,086 96 483	89 23 56 19 96 10 00 00 36 17 87 90 00 00 50 80
OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies		275 \$87,965 \$1,473 \$48,3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 96 1,086 96 483	89 23 56 19 96 10 00 00 36 17 87 90 00 00 50 80
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horsesheeing. Renewals of horses. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1 Assets.	1889.	275 \$87,965 \$1,473 \$48,3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 96 1,086 96 483	89 23 56 19 96 10 00 00 36 17 87 90 00 00 50 80
OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of horses and stable equipment. Horseshoeing. Renewals of horses Provender (Including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies  Total operating expenses.  General Balance Sheet September 30, 1  Asserts.	1889.	275 \$87,965 \$1,473 \$548 3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 95 1,036 96 483 \$74,394	89 23 366 19 39 30 30 30 30 30 30 30 30 30 30 30 30 30
OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horsesheeing. Renewals of horses. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1 Assets.	1889.	275 \$87,965 \$1,473 548 3,922 716 2,574 2,415 17,266 880 28,463 9,801 663 111 3,832 14 95 1,036 96 483	89 23 366 19 39 30 30 30 30 30 30 30 30 30 30 30 30 30
OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (Including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1  Assets.  Cost of road Cost of equipment.	1889.	275 \$87,965 \$1,473 \$548 3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 95 1,036 96 483 \$74,394	89 23 366 19 39 30 30 30 30 30 30 30 30 30 30 30 30 30
OPERATING EXPENSES, Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1  Assets. Cost of road. Cost of equipment.  Owrent assets, as follows, viz.:	1889.	275 \$87,965 \$1,473 548 3,922 716 2,415 17,266 880 28,463 9,801 663 111 3,832 14 95 1,036 483 \$74,394	00 -62 -89 23 56 19 92 96 10 00 96 17 87 90 90 90 90 90 90 90 90 90 90 90 90 90
OPERATING EXPENSES. Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (Including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  Cost of road Cost of road Cost of equipment.  Ourrent assets, as follows, viz.: Cosh on hand	1889.	275 \$87,965 \$1,473 548 3,922 716 2,415 17,266 880 28,463 9,801 663 111 3,832 14 95 1,036 483 \$74,394	00 -62 -89 23 56 19 92 96 10 00 96 17 87 90 90 90 90 90 90 90 90 90 90 90 90 90
OPERATING EXPENSES, Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of harness and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  General Balance Sheet September 30, 1  Assets. Cost of road Cost of equipment.  Current assets, as follows, viz.:	1889.	275 \$87,965 \$1,473 548 3,922 716 2,574 2,415 17,266 380 28,463 9,801 111 3,832 14 96 1,036 96 483 \$74,394	00 62 89 23 66 96 10 90 90 90 90 90 90 90 90 90 90 90 90 90
OPERATING EXPENSES. Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of barness and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  Cost of road Cost of equipment.  Ourrent assets, as follows, viz.: Cosh on hand	1889.	275 \$87,965 \$1,473 \$48 3,922 716 2,574 2,415 17,266 880 28,463 9,801 111 3,832 14 95 1,086 96 483 \$74,394	00 62 89 23 66 96 10 90 90 90 90 90 90 90 90 90 90 90 90 90
OPERATING EXPENSES. Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of barness and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers. Wages of watchmen, starters, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies  Total operating expenses.  Cost of road Cost of equipment.  Ourrent assets, as follows, viz.: Cosh on hand	1889.	275 \$87,965 \$1,473 548 3,922 716 2,574 2,415 17,266 380 28,463 9,801 111 3,832 14 96 1,036 96 483 \$74,394	00 62 89 89 86 619 98 98 100 000 86 17 87 90 000 000 80 48

	imitodi of the leadingoad coal		
	Liabinities.		
Funded debt			\$135,000 m 278,500 m
Ownent liabiliti	es, as follows, viz.: ed debt secrued	\$3,016 66	
Open accounts	urplus)		25,763 65 2.360 12
		•	\$420,834 17
	Characteristics of Road, Equipme	ant. Etc.	
T 41 . 4 12	·	<b>,24, 26.</b>	100
Single track, ma Second track on	ay owned by company, as follows, viz.: in line, from Albany avenue to Columbia s main line	treet	Miles. 4 3.5
Total length	of all tracks and sidings owned	• • • • • • • • • • • • • • • • • • • •	7.5
Walaht of malls :			60 lbs.
Gauge of track.	per yaru		4 ft. 8 % in.
Number of box	per yard		1
Horses			. 16. 161.
Schedule time m	aking trip one way		34 min.
Bate of fare per	passenger	tes, according lts. 5 cents: chi	to tame or cay.
Number of passe	passenger		1,670,78
Average number	r of employees (including ometals) during	year	, 1
	Wages, Etc., of Employee	<b>.</b>	
	<del></del>	<del></del> -	
	,	Average number of hours on duty per day.	Wages per trip.
·			
Conductors			# 5 5
Starters	••••••		วต์
Watchmen Hostlers and cha Tow boys	angers	10 10 10	# ## # ## # # #
		<u>                                     </u>	
	A		
Passenger injure	ed	• • • • • • • • • • • • • • • • • • •	1
	Officers of the Company.		
Name.	Tille.	Officia	al Address.
WM. RICHAR	DEON President	Broo	klyn, N. Y.
Wm. J. Richa N. H. Frost. James Rudd	RDSON Secretary Treasurer Superintendant	Broo Broo Broo	klyn, N. I. klyn, N. I. klyn, N. I.
	Directors of the Company		
Name.			esidence.
WM. RICHAR WM. J. RICH NEWBERY H. JAMES H. KI AUGUSTUS ST	DSON	Broo Broo Broo Broo Broo	klyn, N. I. klyn, N. Y. klyn, N. Y. klyn, N. Y. klyn, N. Y.
Title of compa General offices Date of close of Date of stockh For information	ny. South Brooklyn Central Railroad Com; s corner of Atlantic and Third avenues, Br of fiscal year, September 30. olders' annual meeting, first Wednesday i on concerning this report, address Wm. J.	pany. ooklyn, N. Y. n October. Richardson, Sc	eretary.
		Don wook	

## SOUTH FERRY.

#### LESSOR.

LESSEE - BROADWAY AND SEVENTH AVENUE.

No report received for 1889.

#### STATEN ISLAND BELT LINE.

(Date of charter, July 26, 1887.)

No report received for 1889; road in hands of James D. Van Hoevenburg, receiver; address 79 Cedar street, New York city. Letter filed with Board December 27, 1889.

# STEINWAY AND HUNTER'S POINT.

(Date of charter, April 21, 1874.)

For history of organization, merger, etc., see Reports of 1885 and 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

2,500	\$250,000
400	
<b>60</b> 0	\$60,000
1,400	140,000
2,500	\$250,000

#### \* FUNDED DEBT.

			INTEREST.	Amount
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.
Steinway and Hunter's Point R. R. Co. Broadway and B. B. R. R. Co. Astoria and Hunter's Point R. B. Co. Steinway Avenue and B. B. R. R. Co. Steinway and H. P. R. R. Co. on demand. Steinway and H. P. R. R. Co. on denaud.	July 1, 1903 June 1, 1897 July 10, 1903	p.c. 6 6 7 6 6	Jan. 1 & July 1 Jan. 1 & July 1 June 1 & Dec. 1 Feb. 1 & Aug. 1 Jan. 1 & July 1 Jan. 1 & July 1	\$60,000 60,000 25,000 20,000 100,000 80,000

<sup>\*</sup>Issued partly for cash and partly for exchange of outstanding bonds at the date of the merger, April 13, 1885. The original issue of mortgage bonds of the respective companies, now forming the Steinway and H. P. R. R. Co., are still outstanding and assumed by the latter-company under merger agreement.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1988.
Roadbed, superstructure and rails.  Real estate.  Buildings and fixtures.  Purchase of constructed road.	\$8,648 21 494 97	967,567 F. 6,300 to 50,825 Q 302,836 d
Total cost of road	\$9,143 18	\$436,927 82
Horses. Harness Cars Wagons, trucks, snow plows, sleighs, depot and stable equipment, electric motors and other electric appliances, Total cost of equipment Grand total cost of road and equipment	\$135 00 5,427 54 15 58 \$5,578 12 \$14,721 30	\$32,786 8 4,192 17 46,288 9 5,655 34 \$89,304 73 \$518,134 34
DETAILS OF ADDITIONS OR BETTERMENTS DUE Three new automatic switches placed on road at Hunter' Astoria ferry and one at Steinway avenue. A second track from junction Flushing and Steinway a Flushing avenue to St. Michael's cemetery New turnout, new guard ralls, new turn-tables. Goodfello and other additional improvements. Alterations to stalls and buildings. New collars, sadules, bridle and bell-straps. Two new open cars. Model car complete Entire rebuilding six old cars. Entire rebuilding six old cars. Entire rebuilding six old cars. Entire other cars, signs for same, including material of kinds	s Point ferry. venues along w car patent	964 39 7,336 73 672 28 604 97 135 84
Additional blankets and robes		15 %
Income Account for Year Ending Septem		).
Gross earnings from operation Less operating expenses (excluding all taxes)		
Net earnings from operation	••• •••••	
Income from other sources, as follows, viz.:  Bent for use of track on Borden avenue from Brooklyn Cretown Railroad Company	088- <b>\$320</b> 00 100 00 0 120 00	<b></b>
Income from other sources, as follows, viz.:  Bent for use of track on Borden avenue from Brooklyn Cretown Railroad Company.  Long Island City and Newtown Railroad Company.	9 120 00  \$1,421 06  641 96  1,189 99  and  1,751 92  160 00	540 F \$2,147 Ø

# STEINWAY AND HUNTER'S POINT.

#### General Income Account.

Deficit for year ending September 30, 1889.  Deficit up to September 30, 1888	\$25,459 23
CONSTRUCTION OF PROPERTY OF PR	114,019 56
Total deficit September 30, 1889	\$139,478 78
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
From passengers	\$113,887 28 2,115 03
Sale of car tickets	2,115 08
Total gross earnings	\$115,952 31
OPERATING EXPENSES.	•
Renairs of roadhed and track	\$5,540 71
Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment.	1,544 79 7,385 04
Repairs of harness and stable equipment.	1.847 46
Horseshoeing.  Renewals of horses and mules.  Provender (including expense of grinding).  Salaries of general officers and clerks.  Wages of conductors and drivers and engineers on dummy cars.	2.507 28
Renewals of horses and mules	1,662 00
Provender (including expense of grinding)	20,848 08
Wages of conductors and drivers and engineers on dummy cars	29,720 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	4,291 00 29,720 38 27,386 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel	2,954 18
Water tax	156 03
-Tags average	1,276 00 1,990 21
Advertising, printing and office expenses	588 04
Insurance	788 00
Oil and waste	376 11 200 70
Madical attendance	296 59 911 40
Stable supplies	911 40 8,181 98
Might and fuel Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Oil and waste Horse medical attendance Medical attendance Stable supplies Miscellaneous expenses	603 15
Total operating expenses	\$115,844 63
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road	\$426,927 68 88,206 78
Current assets, as follows, viz.:	
Cash on hand       \$1,792 63         Open accounts       845 57         Supplies on hand       5,056 64	
Open accounts	
Supplies on fished	7,694 84
Profit and loss (deficiency)	189,478 78
	\$662,307 98
Liabilities.	
Capital stock	\$250,000 00
Funded debt	345,000 00
Ourrent liabilities, as follows, viz.: Interest on funded debt and unfunded debt due and accrued \$20,059 59 Bills payable and loans. 45,666 59 Open accounts. 1,581 80	
UDON ACCOUNTS 1.581 NO	
•	67,307 98
	67,307 98
-	67,307 98 \$662,807 98
Characteristics of Road, Equipment, Etc.	\$662,807 98
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from Hunter's Point ferries to Astoria and	\$662,807 98 Miles.
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from Hunter's Point ferries to Astoria and	\$662,807 98 Miles.
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from Hunter's Point ferries to Astoria and	\$662,807 98 Miles.
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from Hunter's Point ferries to Astoria and Steinway Single track, branch, from East river, on Broadway, to Steinway Ave Single track, branch, from cor. Flushing and Steinway Aves, to city line  Total length of single track on main line and branches.	Miles,  18 2 .50
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows: Single track, main line, from Hunter's Point ferries to Astoria and Steinway Single track, branch, from East river, on Broadway, to Steinway Ave Single track, branch, from cor. Flushing and Steinway Aves, to city line	Miles,  18 2 .50

## REPORT OF THE RAILROAD COMMISSIONERS.

1.5 5.

Length of railways leased and operated by this company, as follows:
Single track from Steinway avenue to Grand pler. Bowery Bay......
Single track from east end of Flushing avenue to Bowery Bay road......

Total length of single track leased.

	• • • • • • • • • • • • • • • • • • • •	ACTED	Second track and brains
3.5	•••••	all tracks and sidings leased	Total length of all tr
R.R	sed	of all tracks and sidings owned and leas	Grand total length of al
ALI SO minutes		yard  s  ing trip one way:  16  Jackson avenues  ssenger 5 cents; s  ers carried in cars during year  e mployees (including officials) during	Schedule time making t
	•	aries, Wages, Etc., of Officers and	Salarie
innual salary. \$1,500 0 1,200 0 1,600 0		OFFICERS AND CLERES.	Bookkeeper
	· · · · · · · · · · · · · · · · · · ·	OTHER EMPLOYEES.	
Wages per day.	Average number of hours on duty per day.		
## # # 1 # #	10 12 10 10 10	emen.	Drivers Starters Watchmen Trackmen Switchboys Hostlers and stablemen Carpenters Blacksmiths
, <b>y</b>		Accidents.	Passengers injured
		Officers of the Company.	
dress. , N. Y. city. , N. Y. city. , N. Y. city. City, N. Y.	Official Ad. 109 E. 14th St. 109 E. 14th St. 109 E. 14th St. Long Island	Title.  President	Name. Geo. A. Steinway H. D. Low Chas. F. Tretbar Wm. H. Delahanty
<b>y</b> e.	Residen	Directors of the Company.  IWAY  VAY EINWAY BAR EBEER, Jr	Name

## STRINWAY AND HUNTER'S POINT.

Title of company, Steinway and Hunter's Point Railroad Company, Address of general offices, Steinway Hall, 100 and 111 E. Fourteenth street, New York city.

city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Friday in April.

For information concerning this report, address Chas. F. Tretbar, Secretary.

### STILLWATER AND MECHANICVILLE.

(Date of charter, November 13, 1882.)

For history of organization, see Report of 1888.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.		Cash realized on amount outstanding.
Authorized by law or charter	1,600	\$40,000	
Issued for actual cash	400 28	\$10,000 700	\$10,000 00 700 00 12 50
Total now outstanding	428	\$10,700	\$10,712 50

#### FUNDED DEBT.

			INTEREST.	Amount	Cash realized
DESIGNATION OF LIEN.	When due.	when payable.		outstand- ing.	on amount outstand- ing.
Bonds	April 1, 1898	p.c. 6	April & Oct.	\$12,000	\$12,000

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails		\$23,833 66 800 00 802 57
Total cost of road	\$191 78	\$25,436 28
EQUIPMENT. Horses Harness Cara. Wagons, trucks and snow plows		\$889 70 75 00 3,000 00 274 78
Total cost of equipment	\$159 05	\$4,239 48
Grand total cost of road and equipment	<b>\$350</b> 78	\$29,675 66

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
New paving in villages	\$291 73
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$5,977 % 4,963 45
Net earnings from operation	\$1,914 #
Income from other sources, as follows, viz.: Advertisements in cars	75 00
Gross income from all sources	\$1,989 49
Deductions from income, as follows, viz.:         2210 69           Taxes on property used in operation of road.         3210 69           Taxes on earnings and capital stock.         38 63           Taxes other than above (R. R. Commission).         19 01           Interest on funded debt due and accrued.         720 00           Interest on loans and discounts.         420 00	1,408 33
Surplus for year ending September 30, 1889	\$561 H
General Income Account.	
Surplus for year ending September 30, 1889	<b>25</b> 61 16
Surplus up to September 30, 1888	181 %
Total surplus September 30, 1889	\$:@ G
_	
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS. From passengers	- 450 -
rrom passengers Express Freight	\$5,451 X 321 II 394 Ø
Total gross earnings	\$5,977 %
OPERATING EXPENSES.	
Repairs of roadbed and track	\$497 ft. 19 ft
Repairs of buildings and fixtures	117 84
Horseshoeing	61 T7 127 65
Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks	279 09 196 4
Salaries of general officers and clerks	346 @
Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Advertising, printing and office expenses Insurance Remoyal of snow and ice.	1,107 🗪
Wages of Watchmen, starters, switchmen, roadmen, nostlers, etc	450 00
Advertising, printing and office expenses	17.99
Insurance	44 00
Nemoval of snow and ice	151 @ 5 &
Total operating expenses	84,068 46
Company I Polomos Shoot Samtombar 20, 1990	
General Balance Sheet September 30, 1989. Assets.	
Cost of road	\$25,436 35
Cost of equipment	4,239 43
Cash on hand	80 S6 302 S7
Supplies on hand	144 10
·	\$30,264 TI
Liabilities,	
Capital stock	\$10,712 50
Funded debt	12,000 00

# STILLWATER AND MECHANICVILLE.

Current Habilities, as follows, viz.: Interest on funded debt and bills payable due and accrued Dividends unpaid. Bills payable. Supplies	\$526 58 \$ 75 6,150 00 109 06	
Profit and loss (surplus)		\$6,789 <b>89</b> 768 02
		\$30,264 91
Characteristics of Road, Equipme	nt, Etc.	200.
Length of railway owned by company, as follows, viz.: Single track, main line		Miles. 4.35 .07
Total length of all tracks and sidings owned		4.42
Weight of rails per yard Gauge of track Number of box cars Open car Horses and mules Schedule time making trip one way. Cars are run Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during y		4 ft. 8% in. 8 1
Salaries, Wages, Etc., of Officers and l		
OFFICIERS AND CLERKS.	A	nnual salary.
Secretary and Treasurer.	· • · · · · · · · · · · · · · · · · · ·	\$75.00
Secretary and Treasurer. Assistant Treasurer Superintendent.		25 00 75 00 75 00
Track Master	••••••	75* 00
OTHER EMPLOYEES .		
	•	
	Average number of hours on duty per day.	Wages per day.
Conductor : Driver	10 10 10	\$1 75 1 50 1 50 1 25
Officers of the Company.		
Name. Title.	Officia	ıl Address.
WILLIAM L. DENISON President and Superintend Edward I. Wood Secretary and Treasurer		
Directors of the Company.  Name.	Danida	nce.
WILLIAM I. DENIBON. GEORGE H. LANSING WILLIAM H. BLOOD. JAMES W. SMITH LYMAN SMITH WILLIAM W. SMITH PETER VAN VECHTEN PETER V. WETSEL. EDWARD I. WOOD W. R. PALIMER JAMES H. BARTON S. FRANCIS WOOD M. F. HUTCHINS H. O. BALLEY W. SNYDER MILLER	Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Stillwater Mechanic Mechanic	N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. N. Y. V. Y. V. Y. Ville, N. Y. Ville, N. Y.
Title of company. Stillwater and Mechanicville Street Ra Address of general offices, Stillwater, Saratoga county, N Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Friday in I For information concerning this report, address Edward	. Υ.	

#### SYRACUSE AND GEDDES.

(Date of charter, July 10, 1863.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	\$50,000	
Issued for actual cash	500 500	\$25,000 25,000	\$35.80 25.60
Total now outstanding	1,000	\$50,000	\$50,600

#### FUNDED DEBT.

		INTEREST.		Amount	Cash
Designation of Lien.	When due.	When payable.		outstand- ing.	on amous outstand- ing.
Construction and equipment Real estate and block	Dec. 1, 1898 Sept. 1, 1907	p.c. 7 6	June & July Mar. & Sept.	\$25,000 10,500	925,68 10,58

#### Cost of Road and Equipment.

ROAD.	Additions or hetterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889,
Roadbed, superstructure and rails	\$590 14 904 56	\$49,477 <b>6</b> 7,356 60
Total cost of road	\$1,494 70	15.335 12 \$72.067 %
EQUIPMENT. Horses Harness Cars. Snow scrapers. Wagons, trucks, snow plows, sleighs	100 00 2,396 00	\$7,883 T 789 2 13,985 2 132 0 682 36
Total cost of equipment	\$2,849 71	\$22,735 N
Grand total cost of road and equipment	\$4,344 41	\$94,771 4

#### Income Account for Year Ending September 30, 1889.

Gross earnings from operation	\$22,006 40 17,586 46
Net earnings from operation	\$4.431 B

Income from other sources, as follows, viz.:  Bent	\$479 28 *1,495 00 *1,304 00 131 25 14 00	
Once to come from all commen		\$3,423 48
Gross income from all sources	•••••	<b>\$</b> 7,845 <b>4</b> 8
Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock	\$505 15 388 70 22 75 2,366 10	8,232 70
Net income from all sources	_	\$4,612 78
Payments from net income, as follows, viz.: Dividends declared, 6 per cent on capital stock		
Surplus for year ending September 30, 1889		\$1,612 78
General Income Account.	-	
Surplus for year ending September 30, 1889		. 41 410 70
Surplus up to September 30, 1888	·····	\$1,612 73 5,181 <b>36</b>
Total surplus September 30, 1889	••••	\$6,794 09
From passengers		\$22,008 08
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of oars and other vehicles Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies Rents Telephone Royalty on punches  Total operating expenses		\$406 28 399 41 588 43 212 28 1,090 05 367 68 3,664 62 1,200 00 4,455 00 8,286 26 99 55 290 00 100 00 550 69 82 46 51 65 182 40
General Balance Sheet September 30, 186	9.	
Assets,		
Cost of road	••••••	\$72,047 76 22,728 70
Current assets, as follows, viz.:		
Cash on hand Supplies on hand (estimated)	\$379 10 568 19	
Cash on hand	\$379 10 568 19	947 29

<sup>\*</sup>These items are probably incorrectly included in "income from other sources." Report came to hand too late to permit of its being sent back for correction.—R. R. Commissioners.

Capital stock.		958.000 M
Funded debt	· · · · · · · · · · · · · · · · · · ·	35,500 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued Bills payable	\$624 16 1,500 00 1,300 50	
Profit and loss (surplus)		3,494 <b>68</b> 6,794 <b>6</b> 0
•	•	\$95,718 75
Characteristics of Road, Equipme	nt. Etc.	
Length of railway owned by company, as follows, viz.:	<b>,</b>	Miles.
Single track, main line, from William street to Salina stree Single track, branch, from Fayette street to Burnet Park Sidings on main line and branch		1 1
Total length of single track on main line and branch		4
Weight of rails per yard Gauge of track Number of box cars. Horses and mules. Schedule time making trip one way. Cars are run. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials), during	· · · · · · · · · · · · · · · · · · ·	4 ft. 8% in.
Average number of employees (including officials), during	year	14
Salaries, Wages, Etc., of Officers and		
Officers and Clerk. Secretary and Treasurer		<u>Innual salary.</u> \$190 BH 800 GB <b>3</b> 00 BH
OTHER EMPLOYEES.		
•		
	Average number of hours on duty per day.	Wages per day.
Conductors	14 14	\$1 66 1 56 1 56
Starters. Watchmen Switchmen Roadmen Hostlers.	14 14 10 12	1 9 1 9 1 9 1 6
Officers of the Company.		
Name. Title. Official Addre	ss.	
R. Nelson Gere. President	Sav. Bk. Bdg., f	Syracuse, N.Y.
Directors of the Company.	_	
Name.  Daniel P. Wood. Chas. Andrews. Geo. N. Kennedy. Chas. T. Redfield. Jonathan G. Wynkoop. Geo. C. Gebe.  *Isaac R. Pharis. Chas. E. Hubbell. Thos. W. Meachem. Horsce K. White.	~	cidence. Cuse, N. Y. Cuse, N. Y. Cuse, N. Y. Cuse, N. Y. Cuse, N. Y.

\$9,785 36

Title of company, Syracuse and Geddes Railway Company.
Address of general offices, 4 Onondaga County Savings Bank Buildings, Syracuse, N.Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, Tuesday succeeding first Monday in January.
For information concerning this report, address W. J. Hart, Superintendent.

#### SYRACUSE AND ONONDAGA.

(Date of charter, April 29, 1863.)

#### Capital Stock.

·	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,400	\$70,000	
Issued for actual cashIssued on account of constructionIssued	1,120 80 200	\$56,000 4,000 10,000	\$55,645 60
Total now outstanding	1,400	\$70,000	\$55,645 60

Cost of Road and Equipmen	t.	
ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails. Real estate Buildings and fixtures.	\$1,000 00	\$29,465 43 5,250 00 6,104 05
Total cost of road	\$1,000 00	\$40,819 48
Horses	\$482.50	\$4,577 25 296 00 7,124 00 511 60
Total cost of equipment	\$482 50	\$12,507 85
Grand total cost of road and equipment	\$1,482 50	\$63,327 33
DETAILS OF ADDITIONS OR BETTERMENTS DUE Iron and steel rails and switches		\$1,000 00
Gross earnings from operation	· • • • • • • • • • • • • • • • • • • •	\$25,472 45
Net earnings from operation	•	\$8,820 23
Income from other sources, as follows, viz.: Horse keeping	340 00	•

Gross income from all sources.....

Deductions from income, as follows, viz.: Taxes on property used in operation of road	\$1.8%I 7I
Net income from all sources.	26,263 6
Parments from net income as follows 'viz .	
Dividends declared, 10 per cent on capital stock	
Surplus for year ending September 30, 1889	\$1,363 &
General Income Account.	
Surplus for year ending September 30, 1889.  Deficit up to September 30, 1888.  Division of proceeds of real estate sold, charged to profit and	\$1,953 65
loss direct	9,052 %
Total deficit September 30, 1889	\$7,799 2
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  Advertising in cars.  Total gross earnings.	\$25,619 65 52 59 \$25,473 6
Operating Expenses.	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeling Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen starters, switchmen, roadmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Contingencies Veterinary expenses	\$267 % 449 7 824 82 82 82 82 82 82 82 82 82 82 82 82 82
Goneral Balance Sheet September 30, 1889.	
ARRETS.	
Cost of road	\$40,819 48 12,507 65
Other permanent investments, as follows, viz.: Bond and mortgage	7,000 <b>co</b> 700 co
Current assets, as follows, viz.:       \$2,962 28         Cash on hand       \$2,962 28         Supplies on hand (estimated)       1,105 79	4.060 F
Profit and loss (deficiency)	7,799 39
	\$72,885 G
Liabilities.	
Capital stock	\$70,000 00 1,832 75 1,652 94
•	\$72,885 69

nt, Etc.	
	Miles.
	2.00
	2.25
Eve	4 ft. 8% in. 6 4 82 20 minutes. ry 10 minutes.
Employees.	
	nnual salary.
	\$200 00 1,200 00
Average number of nours on duty per day.	Wages per day.
12 12 12 12 10	• \$1 50 1 33 1 38 \$5 monthly.
••••••	1
	ul Address. Duse, N. Y. Duse, N. Y. Duse, N. Y.
Residence.	
	Average number of hours on duty per day.  12 12 12 10  Officia

Title of company, The Syracuse and Onondaga Railway Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Monday in October.
For information concerning this report, address Geo. W. Garrett, Secretary and Treasurer, 45 Wieting block, Syracuse, N. Y.

# THIRD AVENUE (New York city).

(Date of charter, October 8, 1858.)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

CAPITAL STOCK.

		N	lo. of shares.	Par value
Authorized by law or charter, issued for ac now outstanding.	tual cash a	nd	20,000	\$2,000.00
FUNDE	DEBT.			
			INTEREST.	Amount
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.
Bonds	1890 1890 1937	p.c. 7 6 5	Jan. & July Jan. & July Jan. & July	473,00
Total		ļ		\$3,500,000
<u> </u>		!	<u>-</u> <u>-</u>	-!
Cost of Road a	nd Equipm	ent	•	
				<u> </u>
ROAD.		[1	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails			\$15,424 63	\$2,726,600 \$7 21,547 74 1,665.805 \$8
Total cost of road	Total cost of road			\$4,413,964 34
EQUIPMENT.		L.	<u> </u>	
			\$24,977 52 18,960 90	\$329,258 90 174,440 39 427,954 97 38,000 90
Total cost of equipment			\$43,938 42	\$961.625 3
Grand total cost of road and equipment			\$59,363 05	\$5,375,579 60
		<u></u> -		
DETAILS OF ADDITIONS OR BETTAILS OF ADDITIONS OF ADDITIONS OR BETTAILS OF ADDITION				\$15,424 <b>45</b> 24,977 \$2 18,960 \$0
Total			· · · · · · · · · · · · · · · · · · ·	\$59,3 <b>6</b> 0
Important Associate Com Warra	Cudius 2	nd c	han 20 1000	
Income Account for Year I Gross earnings from operation Less operating expenses (excluding all tax)				

# THIRD AVENUE.

Income from other sources, as follows, viz.:  Sents	
.D.LOTOST 2,909 21	
Premium on bonds	\$89,105 67
Gross income from all sources	\$526,563 02:
Deductions from income, as follows, viz.;	
Exxes on property used in operation of road	
Pare on earnings and canital stock	
Eaxes other than above	
nterest on funded due and accrued	
11001081 OH 10848	299,066 46
Net income from all sources	\$227,496 56
Payments from net income, as follows, viz.;	
Nvidends declared, 9 per cent on capital stock	180,000 00
Surplus for year ending September 30, 1889	\$47,496 56
Company L. Tananana Assaura	
General Income Account.	
urplus for year ending September 30, 1889	\$47,496 56
Deficit up to September 30, 1888.	98,826 60
Total deficit September 30, 1889	\$51,830 04
,	
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
rom passengers	\$1,572,861 67
•	
_	
Operating Expenses.	
consider of roadhed and track	\$16,747 88
consider of roadhed and track	1,928 93
lepairs of roadbed and track.  lepairs of buildings and fixtures.  lepairs of cars and other vehicles.  lepairs of harness and stable equipment.	1,928 93 26,815 13
lepairs of roadbed and track.  lepairs of buildings and fixtures.  lepairs of cars and other vehicles.  lepairs of harness and stable equipment.	1,928 93 20,815 13 9,175 85 27,652 58
lepairs of roadbed and track.  lepairs of buildings and fixtures.  lepairs of cars and other vehicles.  lepairs of harness and stable equipment.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment [orseshoeing ienewals of horses and mules rovender (including expense of grinding) haries of general officers and clerks	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00
lepairs of roadbed and track.  epairs of buildings and fixtures.  epairs of cars and other vehicles.  epairs of harness and stable equipment.  conewals of horses and mules.  rovender (including expense of grinding).  haries of general officers and clerks.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 350,611 13
iepairs of roadbed and track. iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing enewals of horses and mules rovender (including expense of grinding). slaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 850,611 13 189,837 16
iepairs of roadbed and track. iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing enewals of horses and mules rovender (including expense of grinding). slaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11
iepairs of roadbed and track. iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing enewals of horses and mules rovender (including expense of grinding). slaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50
iepairs of roadbed and track. iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing enewals of horses and mules rovender (including expense of grinding). slaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,928 93 26,815 13 9,175 86 27,652 58 99,519 00 152,533 46 20,900 00 860,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46
iepairs of roadbed and track. iepairs of buildings and fixtures. iepairs of cars and other vehicles. iepairs of harness and stable equipment. Iorseshoeing. ienewals of horses and mules. rovender (including expense of grinding). alaries of general officers and clerks. Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax lamages to persons and property. egal expenses. dvertising, printing and office expenses.	1,928 93 26,815 13 9,175 85 27,652 59 99,519 00 152,533 46 20,900 00 860,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,683 46
iepairs of roadbed and track. iepairs of buildings and fixtures. iepairs of cars and other vehicles. iepairs of harness and stable equipment. Iorseshoeing. ienewals of horses and mules. rovender (including expense of grinding). alaries of general officers and clerks. Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax lamages to persons and property. egal expenses. dvertising, printing and office expenses.	1,928 93 26,815 13 9,175 86 27,652 58 99,519 00 152,533 46 20,900 0360,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45
iepairs of roadbed and track. iepairs of buildings and fixtures. iepairs of cars and other vehicles. iepairs of harness and stable equipment. Iorseshoeing. ienewals of horses and mules. rovender (including expense of grinding). alaries of general officers and clerks. Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax lamages to persons and property. egal expenses. dvertising, printing and office expenses.	1,928 93 26,915 13 9,175 85 27,652 85 99,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment iorseshoeing ienewals of horses and mules rovender (including expense of grinding) staries of general officers and clerks rages of conductors and drivers and engineers on dummy cars. rages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. rater tax dyertising, printing and office expenses dvertising, printing and office expenses neurance emoval of snow and ice. is intaining and operating cable road ent of tracks and real estate.	1,928 93 26,815 13 9,175 85 27,652 89 9,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00
iepairs of roadbed and track. iepairs of buildings and fixtures. iepairs of cars and other vehicles. iepairs of harness and stable equipment. Iorseshoeing. ienewals of horses and mules. rovender (including expense of grinding). alaries of general officers and clerks. Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax lamages to persons and property. egal expenses. dvertising, printing and office expenses.	1,928 93 26,815 13 9,175 85 27,652 89 9,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing ienewals of horses and mules rovender (including expense of grinding) alaries of general officers and clerks rages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. iight and fuel vater tax dynamages to persons and property egal expenses dvertising, printing and office expenses dvertising, printing and office expenses emoval of snow and ice laintaining and operating cable road ent of tracks and real estate.	1,928 93 26,815 13 9,175 85 27,652 89 9,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment iorseshoeing ienewals of horses and mules rovender (including expense of grinding) staries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax bamages to persons and property egal expenses dvertising, printing and office expenses neurance emoval of snow and ice laintaining and operating cable road ent of tracks and real estate.  Total operating expenses.	1,928 93 26,815 13 9,175 85 27,652 89 9,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing ienewals of horses and mules rovender (including expense of grinding) alaries of general officers and clerks rages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. iight and fuel vater tax amages to persons and property egal expenses dvertising, printing and office expenses dvertising, printing and office expenses emoval of snow and ice laintaining and operating cable road ent of tracks and real estate  Total operating expenses.  General Balance Sheet September 30, 1889.  Assers,	1,928 93 26,815 13 9,175 85 27,652 85 99,519 00 152,533 46 20,900 00 850,611 13 189,837 61 12,606 11 5,175 50 18,063 46 10,545 59 2,538 27 134 45 118,093 22 8,437 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment iorseshoeing ienewals of horses and mules rovender (including expense of grinding) staries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. Vater tax bamages to persons and property egal expenses dvertising, printing and office expenses neurance emoval of snow and ice laintaining and operating cable road ent of tracks and real estate.  Total operating expenses.	1,928 93 26,815 13 9,175 85 27,652 89 9,519 00 152,533 46 20,900 00 850,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing enewals of horses and mules 'rovender (including expense of grinding) alaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel Vater tax amages to persons and property. egal expenses. dvertising, printing and office expenses meuranee emoval of snow and ice. [aintaining and operating cable road ent of tracks and real estate.  Total operating expenses.  General Balance Sheet September 30, 1889.  Assers.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 380,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 48 10,545 59 2,538 27 134 45 118,093 28,437 00 \$1,085,404 32
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing ienewals of horses and mules 'rovender (including expense of grinding) alaries of general officers and clerks 'vages of conductors and drivers and engineers on dummy cars. 'vages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel 'vater tax amages to persons and property. iegal expenses. dvertising, printing and office expenses demoval of snow and ice.  [aintaining and operating cable road ient of tracks and real estate.  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets. Ost of road.	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 380,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 48 10,545 59 2,538 27 134 45 118,093 28,437 00 \$1,085,404 32
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment iorseshoeing enewals of horses and mules rovender (including expense of grinding) slaries of general officers and clerks rages of conductors and drivers and engineers on dummy cars rages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel rater tax samages to persons and property egal expenses dvertising, printing and office expenses. emoval of snow and ice laintaining and operating cable road ent of tracks and real estate  Total operating expenses  General Balance Sheet September 30, 1889.  Assets. Oct of road. Other permanent investments, as follows, viz.:	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 380,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 48 10,545 59 2,538 27 134 45 118,093 28,437 00 \$1,085,404 32
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing ienewals of horses and mules rovender (including expense of grinding) alaries of general officers and clerks lages of conductors and drivers and engineers on dummy cars. lages of watchmen, starters, switchmen, roadmen, hostlers, etc. iight and fuel lamages to persons and property egal expenses dvertising, printing and office expenses neurance emoval of snow and ice laintaining and operating cable road ent of tracks and real estate.  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets.  Other permanent investments, as follows, viz.: ity railroad bonds.  Current assets, as follows, viz.: ash on hand.  \$112,670 71	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 380,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 48 10,545 59 2,538 27 134 45 118,093 28,437 00 \$1,085,404 32
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment iorseshoeing ienewals of horses and mules rovender (including expense of grinding) slaries of general officers and clerks rages of conductors and drivers and engineers on dummy cars rages of watchmen, starters, switchmen, roadmen, hostlers, etc. ight and fuel. rater tax dyertising, printing and office expenses dyertising, printing and office expenses emoval of snow and ice. Laintaining and operating cable road ent of tracks and real estate  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets.  Other permanent investments, as follows, viz.: ity railroad bonds.  Current assets, as follows, viz.:	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 162,533 46 20,900 00 350,611 13 189,837 61 12,636 11 5,175 50 14,152 50 14,152 50 18,063 46 10,545 59 2,538 27 134 45 118,093 32 8,437 00 \$1,085,404 32  \$4,413,954 24 961,625 36
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment lorseshoeing ienewals of horses and mules rovender (including expense of grinding) alaries of general officers and clerks lages of conductors and drivers and engineers on dummy cars. lages of watchmen, starters, switchmen, roadmen, hostlers, etc. iight and fuel lamages to persons and property egal expenses dvertising, printing and office expenses neurance emoval of snow and ice laintaining and operating cable road ent of tracks and real estate.  Total operating expenses.  General Balance Sheet September 30, 1889.  Assets.  Other permanent investments, as follows, viz.: ity railroad bonds.  Current assets, as follows, viz.: ash on hand.  \$112,670 71	1,928 93 26,815 13 9,175 85 27,652 58 99,519 00 152,533 46 20,900 00 380,611 13 189,837 16 12,606 11 5,175 50 14,152 50 18,063 48 10,545 59 2,538 27 134 45 118,093 28,437 00 \$1,085,404 32
iepairs of roadbed and track iepairs of buildings and fixtures iepairs of cars and other vehicles iepairs of harness and stable equipment Iorseshoeing ienewals of horses and mules rovender (including expense of grinding) alaries of general officers and clerks Vages of conductors and drivers and engineers on dummy cars. Vages of watchmen, starters, switchmen, roadmen, hostlers, etc. iight and fuel. Vater tax bamages to persons and property. egal expenses dvertising, printing and office expenses. nsurance. emoval of snow and ice laintaining and operating cable road. ent of tracks and real estate.  Total operating expenses.  General Balance Sheet September 30, 1889.  Assers.  Oct of road. Other permanent investments, as follows, viz.: ity railroad bonds.  Current assets, as follows, viz.: ash on hand. \$112,670 71 pen accounts. 5,873 09	1,928 93 26,815 13 9,175 85 27,652 85 99,519 00 152,533 46 20,900 00 360,611 13 189,837 61 12,606 11 5,175 50 18,063 46 10,545 59 2,538 27 134 45 118,030 32 8,437 00 \$1,085,404 32

Liabilities.		
apital'stockunded debt		\$2,000,000 # 3,569,660 #
Ourrent liabilities, as follows, viz.:		53,317 %
Owrent liabilities, as follows, viz.: nterest on funded debt due and accrued. ond and mortgage. pen accounts.	•••••	30,906 9 31,135 k
pen accounts		\$5,614,451 4
	=	<b>*</b> ,011, <b>*</b>
Characteristics of Road, Equipme	nt, Etc.	
Length of railway owned by company, as follows, viz.: ingle track, main line, from City Hall to Third avenue and	d On Handard	Miles
and Thirtieth street	One Handred	8.5
and Thirtieth street ingle track, branch, from One Hundred and Twenty-fli river, to One Hundred and Twenty-flith street, North riv ingle track, branch, from Tenth avenue and One Twenty-flith street to Tenth avenue and One Hundred an	th street, East er Hundred and id Eighty-sixth	1.9
Street		
Total length of single track on main line and branches econd track on main line and branches	• • • • • • • • • • • • • • • • • • • •	14 14 .s.
Total length of all tracks and sidings owned	••••••	2.2
Trababa ad no lla man mand		es lbs
Veight of rails per yard		4 ft. 8 4
lauge of track		9 1
lorses	om the	1,54 1,54 and 40 min
forses chedule time making trip one way from City Hall to Harl From One Hundred and Twenty-fifth street, East rive	r, to One Hun-	OTL STITE TA THE
dred and Eighty-sixth street and Tenth avenue	to One Hun-	44 mu
dred and Twenty-fifth street, North river	, wo one nun-	20 miz
dred and Eighty-sixth street and Tenth avenue.  From One Hundred and Twenty-fifth street, East river dred and Twenty-fifth street, North river  ars are run from	vay, according t	
dred and Twenty-fifth street. North river ars are run from 1½ to 5 min. heady tate of fare per passenger tumber of passengers carried in cars during year, about.	78y, according t	20 mir to time of day 5 cent 31,458,00
dred and Twenty-fifth street, North river ars are run from 1½ to 5 min. headv ars are run from 1½ to 5 min. headv ate of fare per passenger umber of passengers carried in cars during year, about, verage number of employees (including officials) during	yay, according t	31,458,9
dred and Twenty-fifth street, North river  ars are run from	year, about	31,458,9
tumber of passengers carried in cars during year, about, verage number of employees (including officials) during	year, about	31,458,9
tate of passenger carried in cars during year, about, werage number of employees (including officials) during Salaries, Wages, Etc., of Officers and Officers.	year, about	31,456,0
tate of passenger carried in cars during year, about, werage number of employees (including officials) during Salaries, Wages, Etc., of Officers and Officers.	year, about Employees.	31,458,00 B Annual salar \$39,90
umber of passenger carried in cars during year, about, verage number of employees (including officials) during  Salaries, Wages, Etc., of Officers and  Officers.	year, about Kmployees.	31,458,00 B Annual salar \$39,90
umber of passenger carried in cars during year, about, verage number of employees (including officials) during  Salaries, Wages, Etc., of Officers and  Officers.	year, about Employees.	31,458,00 B Annual salar \$99,90
Salaries, Wages, Etc., of Officers and Officers. OTHER EMPLOYEES.	Average number of hours on duty per day.	31,458,8
Salaries, Wages, Etc., of Officers and Officers. OTHER EMPLOYEES.	Average number of hours on duty per day.	31, ssa, ssa, ssa, ssa, ssa, ssa, ssa, ss
Salaries, Wages, Etc., of Officers and Officers. OTHER EMPLOYEES.	Average number of hours on duty per day.	Wages per day.
witchmen  Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.	Average number of hours on duty per day.	31,658,8 Annual saiar 539,8 Wages per day.
Conductors Orivers Varience Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.  Conductors Orivers Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drive	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drive	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Watchmen Wa	Average number of hours on duty per day.	Wages per day.
Conductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drivers Unductors Drive	Average number of hours on duty per day.	Wages per day.
Conductors Orivers Watchmen Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.  Conductors Orivers Matchmen Noadmen Hoaters.  Conductors Orivers Watchmen Noadmen Hoaters.  Pripmen on cable road Other employees at cable road Other employees at cable road	Average number of hours on duty per day.	Wages per day.
Conductors Orivers Watchmen Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.  Conductors Orivers Matchmen Noadmen Hoaters.  Conductors Orivers Watchmen Noadmen Hoaters.  Pripmen on cable road Other employees at cable road Other employees at cable road	Average number of hours on duty per day.	Wages per day.
Conductors Orivers Watchmen Salaries, Wages, Etc., of Officers and Officers.  OTHER EMPLOYEES.  Conductors Orivers Watchmen Soadmen Hosters Hosters Hosters Hother employees at cable road Other employees at cable road	Average number of hours on duty per day.	Wages per day.

#### THIRD AVENUE.

#### Officers of the Company.

Name.	Title.	Official Address.
LEWIS LYON	President	New York city.
ALERED LAZARUS	Secretary	New York city.
JOHN BRAVER	Transurer	New York city.
John H. Robertson	Superintendent	New York city.
	Directors of the Comp	
Name.		Residence.
LEWIS LYON		New York city.
HENRY HART		New York city.
WILTIAM REMSEN		New York city.
ROBERT GEO. REMS	EN	New York city.
WILLIAM M. PRICHA	ARD	New York city.
SILVANUS J. RIKER.	**************************	New York city.
		New York city.
SOL MEHRBACH		New York city.
JOHN E. PARSONS		New York city.
E. LAUTERBACH	· • • • • • • • • • • • • • • • • • • •	New York city.
A. NONES	· • • • • • • • • • • • • • • • • • • •	New York city.
A. I KOSENBAUM		New York city.
A. J. ELIAS	· · · · · · · · · · · · · · · · · · ·	New York city.

Title of company. Third Avenue Railroad Company.
Address of general offices, 1119 Third avenue, New York city.
Date of close of fiscal year, November 1.
Date of stockholders' annual meeting, first Wednesday siter second Monday in lovember.

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For information concerning this report, address Alfred Lazarus, Secretary.

#### THIRD WARD (Syracuse).

(Date of charter, February 6, 1886.)

Incorporated under chapter 282, Laws of 1884 and amendments. Franchise granted by the city of Syracuse August 10, 1887. Franchise granted by the town of Geddes September 17, 1887. Construction commenced May 30, 1888, Road opened for traffic November 29, 1888, between the crossing of the Rome, Watertown and Ogdensburg railroad and the crossing of the New York Central and Hudson River railroad, a distance of 7,800 feet. February 19, 1889, extended operation of road from Rome, Watertown and Ogdensburg railroad crossing easterly to Salina street (800 feet), city terminus of our road, making 8,600 feet in operation at this date. July 4, 1889, commenced operation of our road from Eric canal (city) westerly to the Solway Process works in the town of Geddes, a distance of 7,600 feet, leaving 300 feet gap between our tracks (being from the easterly side of the tracks of the New York Central and Hudson River railroad and the Eric canal). July 4, 1889, opened for traffic our lake branch, extending from our main line at junction of West Genesee street and Lakeview avenue, along the latter avenue and through private preperty (purchased by us) to Onondaga lake, a distance of 4,295 feet: this branch being operated only during the summer season for the accommodation of the excursion public. Total length of road in operation at this date, three miles and 4,655 feet. Road operated by electric power, Thomson-Houston system, single overhead conductor.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	50 30	\$50,000 3,000	\$300

#### FUNDED DEBT.

DESIGNATION OF LIEM. When due:    Solution		<del></del>	T	· · · · · · · · · · · · · · · · · · ·	<del></del>	1
Cost of Read and Equipment.  Road.  Road Begin and Structure and rails  Road Begin and Structure and rails  Road Begin and Structure and struc	D	777h d		INTEREST.	Amount	Cash realized
Cost of Road and Equipment.  Road.  Road.  Road.  Road and Equipment.  Road.  Road and Equipment.  Road.  Road and Equipment.  Road.  Road and Equipment.  Road.  Road and Equipment.  Road.  Road and Equipment.  Road.  Road and Equipment.  Salt and and Equipment.  Salt and and artives.  Salt and artives.  Salt and artives.  Salt and artives.  Coars.  Coars.  Equipment.  Coars.  Equipment.  Coars.  Equipment.  Coars.  Equipment.  Salt and artives.  Salt artives.  Salt and artives.  Salt artives.  S	DESIGNATION OF LIEM.	when dre:	Rate.	When payable.	outstanding.	outstanding
Roadbed, superstructure and rails  Roadbed, superstructure and rails  Right of way  Ri	First mortgage	June, 1908	p. c. 6	Dec. & June	*869,500	£, 60\$
Roadbed, superstructure and rails  Roadbed, superstructure and rails  Right of way  Ri						
Roadbed, superstructure and rails  Right of way		Cost of Ros				otal cost up
Right of way Real estate Buildings and fixtures Literest and discount charged to construction Lincterest and discount charged to construction Lincterest and discount charged to construction Lincterest and discount charged to construction Lincterest and discount charged to construction Lincterest and discount charged to construction Lincterest and discount charged to construction Leas of road  Equipment  Equipment  Equipment  Electrical motors and other electrical appliances  Total cost of equipment to get the state of t	Roadhad superstructure	and rails				
Buildings and fixtures. Incidentals. Incidentals. Steam plant (engines, boilers, etc.)	Right of way			· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • •	1,410
Incidentals. Steam plant (engines, boilers, etc.)	Real estate		•••••			. 1,678 ( 3,871 )
Total cost of road	Interest and discount cha	arged to const	ructi	on		4,838 (
Total cost of road	Steam plant (engines, boi	llers, etc.)			· • • • • • • • • • • • • • • • • • • •	11,053
Cars						
Total cost of equipment	·					
Total cost of equipment	~	. 1	<b>QUIP</b>	MENT.		
Total cost of equipment	Snow plows		••••	· · · · · · · · · · · · · · · · · · ·		150,742
Total cost of equipment	Electrical motors and oth	er electrical a	ppli	nces		34,149
Income Account for Year Ending September 30, 1889.  Gross earnings from operation						
Income Account for Year Ending September 30, 1889.  Gross earnings from operation	tGrand total cost of road	and equipmen	t			\$109,668
Deductions from income, as follows, viz.:  Taxes on property used in operation of road	Less operating expenses	(excluding al				
Taxes on property used in operation of road	D - d	6-11	_			
Surplus for ten months ending September 30, 1889.   Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.   OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of sears and electric equipment  Repairs of steam plant.   Oil  Waste.  Salaries of general officers and clerks  Wages of conductors and motor men   Wages of engineers, firemen and watchmen   Fuel  Water tax  Advertising, printing and office expenses  Insurance  Removal of snow and ice.  Incidentals   Total operating expenses   13.8	Taxes on property used i Interest on funded debt	n operation of due and accru	roac ed	l :	\$1 8 3,870 (	52 00 1.871
Analysis of Gross Earnings and Operating Expenses.  EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures  Repairs of steam plant  Oil  Waste  Salaries of general officers and clerks  Wages of conductors and motor men  Wages of engineers, fremen and watchmen  Fuel  Water tax  Advertising, printing and office expenses  Insurance  Removal of snow and ice.  Incidentals  Total operating expenses	Surplus for ten monti	hs ending Sept	emb	er 30, 1889		
From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of steam plant.  Oil Waste Salaries of general officers and clerks Wages of conductors and motor men. Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses.  Insurance Removal of snow and ice. Incidentals  Total operating expenses.  13.8	Analysis o			<del>-</del>	ting Expense	<b>4.</b>
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and electric equipment Repairs of steam plant Oil Waste Salaries of general officers and clerks Wages of conductors and motor men Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Incidentals  Total operating expenses  31.5	From passengers	•••••	EAR	IINGB,	••••••	\$23,14
Repairs of steam plant Oil Waste Salaries of general officers and clerks Wages of conductors and motor men Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Incidentals Total operating expenses  13.5		OPE	RATI	o Expenses.		
Repairs of steam plant Oil Waste Salaries of general officers and clerks Wages of conductors and motor men Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Incidentals Total operating expenses  13.5	Repairs of roadbed and	track	••••	• • • • • • • • • • • • • • • • • • • •	•••••	<b>995</b>
Repairs of steam plant Oil Waste Salaries of general officers and clerks Wages of conductors and motor men Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses Insurance Removal of snow and ice. Incidentals Total operating expenses  13.5	Repairs of cars and elect	ric equipment	:		***************	1,97
Waste Salaries of general officers and clerks Wages of conductors and motor men. Wages of engineers, firemen and watchmen Fuel Water tax Advertising, printing and office expenses Insurance. Removal of snow and ice. Incidentals Total operating expenses  13.5	Repairs of steam plant	• • • • • • • • • • • • • • • • • • • •	• • • • •	• • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	131
Removal of snow and ice. Incidentals	Waste	••••••	•••••		•••••	: 6
Removal of snow and ice. Incidentals	Salaries of general office	rs and clerks	•••••	•••••		
Removal of snow and ice. Incidentals	Wages of engineers, fire	men and wate	hmei			2,655
Removal of snow and ice. Incidentals	Fuel			••••••••••	*****************	1,88
Removal of snow and ice. Incidentals	Advertising printing an	d office expen	SAS			57
Total operating expenses 51.8	Insurance	··················		· · · · · · · · · · · · · · · · · · ·	**************	235
Total operating expenses sign	Hemoval of snow and ice	•	••••	• • • • • • • • • • • • • • • • • • • •	•••••	95 129
Total operating expenses						•
	Total operating expe	nses	•••••	••••••	•••••	\$13,552

<sup>\*</sup> Amount authorized, \$100,000. † Road and equipment not yet completed.

# THIRD WARD.

## General Balance Sheet September 30, 1889.

Assets.	-
Cost of road	\$64,020 27 45,032 35
Current assets, as follows, viz.:	
Cash on hand       \$1,937         Open accounts       959	15
Open accounts	45 2,896 61
	\$111,949 28
Liabilities.	
Capital stock. Funded debt	\$300 00 89,500 00
Current liabilities, as follows, viz.:	* *
Interest on funded debt due and accrued	10
Bills payable 9,005 2 Open accounts 5,638 0	25 ,
	- 16.418 34
Profit and loss (surplus)	5,735 89
•	\$111,949 23
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows:	Miles.
Single track, main line, from Salina street to Solway Process Works Single track, branch, from West Genesee street to Onondaga lake	. 8.07 91
Total length of single track on main line and branch	. 3.98
Weight of rails per yard Gauge of track Number of box cars Open cars Schedule time making trip one way Cars are run Ever Rate of fare per passenger Number of passengers carried in cars during year Average number of employees (including officials) during ten months	. 4 ft. 8% in. 8 . 22 min. ry 10 and 15 min. o tickets for \$1. 450,423
Salaries, Wages, Etc., of Officers and Employees.	
Officers,	
General officers	. \$900 00
OTHER EMPLOYEES.	
	<del></del>
Average number of hours on dut, per day.	Wages per day.
	\$1.67
Conductors and motor men	
Conductors and motor men. 12 Engineers. 8%	\$1 83 to 2 88
Conductors and motor men.       12         Engineers.       8½         Firemen.       12         Watchmen       12	\$1 83 to 2 88 1 50 1 50

# Officers of the Company.

2	tle. Official Address.
WALTER S. WALES Presi H. McGonegal Secre S. D. LAKE Supe	dent and Treasurer Syracuse, N. Y. tary Syracuse, N. Y. rintendent Syracuse, N. Y.

Directors of the Company.	
Name.	Residence.
WALTER S. WALES.	Syracuse, N. Y.
HIRAM McGonegal	Syracuse, N. Y.
STEPHEN D. LAKE	Syracuse, N. I.
GEORGE S. WALES HART C. LEYDEN	byracuse, A. I.
Frank C. Howlett.	Syracuse, N. 1.
ALBERT E. MATTHEWS	Syracuse, N. I.
Fred. F. Kingsley	Syracuse, N. Y.
William J. Crawford	Syracuse, N. T.
litle of Company, Third Ward Railway Company,	

Title of Company, Third Ward Railway Company.
Address of general offices, Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Thursday in October.
For information concerning this report, address Walter S. Wales, President.

### TROY AND ALBIA.

(Date of charter, January 31, 1866.)

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	\$50,000	\$44,70
Issued for actual cash and now outstanding	447	44,700	

#### FUNDED DEBT.

		interest.		Amount	Cash
Designation of Lien.	When due.	Bate.	When payable.	outstand- ing.	on amoust outstand- ing.
Consolidated mortgage	Jan. 1, 1897	p.c. 7	Jan. 1, July 1	\$84,000	\$34,400

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails	:	\$51,554 II 14,666 64
Total cost of road		\$65,642 %

# TROY AND ALBIA.

# Cost of Road and Equipment -(Continued).

		<del></del> :
EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Horses	\$400 00 *800 00	\$8,689 72 300 75
Harness. Cars Wagons, trucks, snow plows, sleighs	75 00	8,423 00 225 00
Total cost of equipment		\$17,638 47
Grand total cost of road and equipment	\$467 00	\$83,281 22
Daniel Annual Daniel Da		
DETAILS OF ADDITIONS OR BETTERMENTS DU The cost of new horses in addition to amount received from	his to pales m	•
ones plus amount charged to profit and loss due to d the horses sold  For new scraper for cleaning track	eterioration of	\$400 00 75 08
Total		\$475 00
Income Account for Year Ending Septe	mber 30, 1889	).
Gross earnings from operation	••••••	\$28,648 78 23,068 44
Net earnings from operation		\$5,590 84 40 49
Gross income from all sources.  Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock. Taxes other than above. Interest on funded debt due and accrued. Interest on loans.	\$498 34	
interest on loans	73 88	8,817 18
Net income from all sources		
Deficit for year ending September 30, 1889		\$421.90
General Income Account.	į	<del></del>
Deficit for year ending September 30, 1889		\$421 36
Surplus up to September 30, 1888	••••••	12,419 14
Total surplus September 30, 1889	••••••	\$11,997 84
Analysis of Gross Farnings and Operati	ing Expenses	•
From passengers Earnings.	• • • • • • • • • • • • • • • • • • • •	\$27,541 28 1,107 50
Total gross earnings		\$28,648 78
OPERATING EXPENSES. Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment. Horseshoeing Benewals of horses and mules Pervendent (including expense of grinding)	••••••••	\$965 61 5 75 302 68 117 39 936 19
Renewals of horses and mules	• • • • • • • • • • • • • • • • • • • •	48020e 4,231281

Salaries of general officers and clerks.  Wages of conductors and drivers  Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.  Light and fuel  Damages to persons and property  Legal expenses  Advertising, printing and office expenses  Insurance  Removal of snow, ice, mud, etc.  Medical expenses  Straw  Medicine  Expense account	8.26 % 3.29 II
Total operating expenses	\$23.66 4
General Balance Sheet September 30, 1889.	
Costlof road	17,696 ¢
Open accounts	7,873 %
	\$92.434 fe
_	
Capital stock	\$44,700 B
Funded debt	84,000 #
Ourrent liabilities, as follows, viz.: Interest on funded debt, due and accrued	586 >
Dividends unpaid	729 94
Profit and loss (surplus)	11.997 &
	\$92,024 64
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.: Single track, main line, from Troy to Albia	Miles.
Sidings on main line	
Length of railway owned by company, as follows, viz.: Single track, main line, from Troy to Albia.  Sidings on main line  Total length of all tracks and sidings owned	Miles. 2.15
Total length of all tracks and sidings owned	35
Weight of rails per yard. Gauge of track. Number of box cars. Open cars. Open cars. Schedule time making trip one way. Cars are run. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials) during year.	35 to 45 lbs.  35 to 45 lbs.  4 ft. 6% iz.  4 own, 45 min. up.  1th special trips.  5, 5, 6, 7, 9 & 11 cs.  413,66
Weight of rails per yard. Gauge of track. Number of box cars. Open cars. Horses and mules. Schedule time making trip one way. Rate of fare per passenger. Number of passengers carried in cars during year.  Schedule time of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees	35 to 45 lbs. 35 to 45 lbs. 4 ft. 6 k iz. 4 own, 45 min. up. 1th special trips. 5, 6, 7, 9 & 12 cs. 413,68
Weight of rails per yard.  Gauge of track.  Number of box cars.  Open cars.  Horses and mules.  Schedule time making trip one way.  Rate of fare per passenger.  Number of passengers carried in cars during year.  Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees  Officers and Clerks.  Secretary, treasurer and clerk hire	35 to 45 lbs 35 to 45 lbs 4 ft. 8 kiz 4 4 4 4 4 4 413,60 413,60 413,60 51,00 @
Weight of rails per yard. Gauge of track. Number of box cars. Open cars. Open cars. Chorse and mules. Schedule time making trip one way. Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees Officers and Clerks.	35 to 45 lbs 35 to 45 lbs 4 ft. 8 kiz 4 4 4 4 4 4 413,60 413,60 413,60 51,00 @
Weight of rails per yard. Gauge of track. Number of box cars. Open cars. Horses and mules. Schedule time making trip one way. Rate of fare per passenger. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees Officers AND CLERKS. Secretary, treasurer and clerk hire General superintendent.	35 to 45 lbs 35 to 45 lbs 4 ft. 8 kiz 4 4 4 4 4 4 413,60 413,60 413,60 51,00 @
Weight of rails per yard. Gauge of track. Number of box cars. Open cars. Horses and mules. Schedule time making trip one way. Rate of fare per passenger. Average number of employees (including officials) during year.  Salaries, Wages, Etc., of Officers and Employees Officers AND CLERKS. Secretary, treasurer and clerk hire. General superintendent	35 to 45 lbs.  35 to 45 lbs.  4 ft. 8 k iz.  (own, 45 min. up. ith special trips. , 5, 6, 7, 9 & 11 cs.  413,60  Annual saiary.  \$1,000 @

# TROY AND ALBIA.

#### ACCIDENTS.

Name. Title. Official Address. THOMAS A. KNICKERBACKER. President 86 First street, Troy, N JOHN KNICKERBACKER. Secretary and Treas. 86 First street, Troy, N WILLIAM R. BEAN. Superintendent. Albia, Troy, N. Y.    Directors of the Company.   Reside	•	Officers of the Compan	ıy.
JOHN KNICKERBACKER Secretary and Treas 86 First street, Troy, N. WILLIAM R. BEAN Superintendent Albia, Troy, N. Y.    Directors of the Company. Reside:   Name. Troy, N. Lewis E. Guelley Troy, N. Tiomas A. Knickerbacker Troy, N. Tiomas A. Knickerbacker Troy, N. JOHN KNICKERBACKER Troy, N. JOHN KNICKERBACKER Troy, N. E. Ogden Ross Troy, N. E. Ogden Ross Troy, N. E. Wergil Troy, N. Y. W. Whitman Troy, N. Y. Troy, N. Y. W. Whitman Troy, N. Y.	Name.	Title.	Official Address.
Name.  Daniel W. Ford. Lewis E. Gubley. Troy, N. Thomas A. Knickerbacker Troy, N. John Knickerbacker Troy, N. John Knickerbacker Troy, N. E. Ogden Ross. Troy, N. E. Ogden Ross. Troy, N. E. H. Vergil. Troy, N. E. H. Vergil. Troy, N. Troy,	John Knickerbackeb	Secretary and Treas	86 First street, Troy, N.
DANIEL W. FORD. Troy, N. LEWIS E. GUBLEY. Troy, N. T. TOY, N. THOMAS A. KNICKERBACKER. Troy, N. JOHN KINICKERBACKER. Troy, N. JOHN KINICKERBACKER. Troy, N. FEANK A. OSTRANDER. Troy, N. E. OODEN ROSS. Troy, N. LEVI SMITH. Troy, N. LEVI SMITH. Troy, N. W. W. WHITMAN Troy, N. W. W. WHITMAN Troy, N. J. H. WARREN. Troy, N. J. H. WARREN. Troy, N. V. did company. Troy and Albia Horse Railroad Company. did cross of general offices, 86 First street, Troy, N. Y.	37	Directors of the Compa	
LEWIS E. GUBLEY. Troy, N THOMAS A. KNICKEBBACKER. Troy, N JOHN KNICKEBBACKER. Troy, N FRANK A. OSTRANDER Troy, N E. OGDEN ROSS. Troy, N LEVI SMITH. Troy, N E. H. VERGIL. Troy, N W. W. WHITMAN Troy, N J. H. WARREN. Troy, N		•	
LEWIS E. GUBLEY. Troy, N JOHN KNICKERBACKER. Troy, N JOHN KNICKERBACKER. Troy, N FRANK A. OSTRANDER Troy, N E. OGDEN ROSS. Troy, N LEVI SMITH. Troy, N W. W CHITMAN Troy, N J. H. WARREN. Troy, N J. H. WARREN. Troy, N Ide of company. Troy and Albia Horse Railroad Company. iddress of general offices, 86 First street, Troy, N, Y.	Daniel W. Ford		Troy, N.
JORN KNICKERBACKER	LEWIS E. GURLEY		Troy, N.
JORN KNICKERBACKER	Thomas A. Knickerbaci	(EB	<u>Troy, N.</u>
E. Ogden Ross	John Knickerbacker		Troy, N.
LEVI SMITH Troy, N. E. H. VERGIL Troy, N. W. W. WHITMAN Troy, N. J. H. WARREN Troy, N. V. Steiners of general offices, 86 First street, Troy, N. Y.	<u>Frank A. Ostrander</u>	·····	<u>T</u> roy, <u>N</u> .
E. H. VERGIL	E. Ogden Ross		<u>T</u> roy, <u>N</u> .
W. W. WHITMAN	Levi Smith		Troy, N.
J. H. Warren	E. H. VERGIL	••• ••••••	Troy, N.
itle of company. Troy and Albia Horse Railroad Company. idress of general offices, 86 First street, Troy, N. Y.	W. W. WHITMAN	•••••	Troy, N.
ddress of general offices, 86 First street, Troy, N. Y.	J. H. WARBEN		Troy, N.
idress of general offices, 86 First street, Troy, N. Y.	tle of commons Thomas	d Albia Hawa Dailward Car	
			прапу.
ate of stockholders' annual meeting, second Tuesday in each year.	or information concerni	of this report address John	Knickerbacker, Secretary

## TROY AND COHOES.

#### LESSOB.

LESSEE — TROY AND LANSINGBURGH. (Date of charter, February 11, 1862.)

For history of organization, see Report of 1885.

#### Capital Stock.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, and now outstanding		\$50,000	\$50,000
Cost of	Road.		
Grand total cost of road up to September 30,	1889		\$50,000 00
Income Account for Year E	Inding Septe	nber 30, 188	9.
Net income: Bentals received			. \$8,500 00
Payments from net income, as follows, viz.: Dividends declared, seven per cent on capita	l stock		. 8,500 00
General Balance Shee	t September	30, 1889.	
Cost of road	ets.	••••••	. \$50,000 00
Capital stock.	lities.		50,000 00
118	*************	•••••••	, 50,000 00

#### Officers of the Company.

Name.	Tille.	Official Address.
WILLIAM BARTON	President	Troy, N. Y. Troy, N. Y. Troy, N. Y. tary Troy, N. Y.

Directors of the Company.	
Name.	Residence.
WILLIAM BARTON	Trov. N. Y.
JOHN HOBART WARREN	Trov. N. Y.
JOSEPH M. WARREN	Trov. N. Y.
AUGUSTUS A. PERBLES	Lansingburgh, N. Y.
WILLIAM KEMP	Troy, N. Y.
Otis G. Clark	
Charles Cleminshaw	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
M. H. BURTON, M. D.	Troy, N. Y.

Title of company, The Troy and Cohoes Railroad Company. General offices at 209 River street, Troy, N. Y. For information concerning this report, address J. J. Hagen, Treasurer and Secretar.

#### TROY AND LANSINGBURGH.

(Date of charter, September 6, 1880.)

For history of organization, etc., see Report of 1886.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

,	No. of shares.	Par value.	Cash realisti on amoust outstandiss
Authorized by law or charter and now out- standing	6,000	\$300,000	\$500,000

#### FUNDED DEBT.

			INTEREST.	Amount
DESIGNATION OF LIEN.	When due.	Bate.	When payable.	outstand- ing.
Second mortgage bonds	July 1, 1893 Feb. 2, 1896 Apr. 1, 1898 Apr. 1, 1898	p.c. 7 6 5 5	Jan. & July Feb. & Aug. Apr. & Oct. Apr. & Oct. Apr. & Oct.	\$50,000 to 100,155 to 50,000 to 50,000 to
Total				\$300,185 W

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipmen up to Sept 30, 1889.
Roadbed, superstructure and rails Poles for electric wires Right of way	\$348 25 2,876 82	\$246,275 2,876
Real estate. Buildings and fixtures.	1,778 18 8,135 86	5,361 84,819 164,717
Total cost of road	\$13,184 06	\$453,551
Equipment.		
Horses	198,020 00	\$58,300
Harness	26 97 1,919 00	4,869 62,048
Cars Furniture, tools and machinery Magons, trucks, snow plows, sleighs Engines and boilers in power station and electrical appliances not including dynamos or motors	1458 98 25 00	13,506
appliances not including dynamos or motors	10,782 56	10,732
Total cost of equipment	\$4,224 55	\$154,047
Grand total cost of road and equipment		\$607,598
Details of Additions of Betterments Du.  Additional track, miles, .021  Steam railroad crossing.  Poles for electric wires  New dock, derrick, drains, etc., at Lansingburgh power sta  New boiler-house and stack  Alterations to buildings	tion	. \$283 . 64 . 2,876 . 1,773 . 2,785
Additional track, miles, .021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop. Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs. Two engines, two boilers, etc., at Lansingburgh power stat Harness	tiontion	283 64 2.876 1.773 2.785 4.260 410 680 1.919 25 10,732 26
Additional track, miles, .021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop. Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs. Two engines, two boilers, etc., at Lansingburgh power stat Harness	tion	. \$288 . 64 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837
Additional track, miles, .021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs Two engines, two boilers, etc., at Lansingburgh power sta Harness Reduction in horses. Reduction in office furniture  Total  Income Account for Year Ending Septen	tion	. \$283 . 64 . 2,876 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837 8 8,478
Additional track, miles, 021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs Two engines, two boilers, etc., at Lansingburgh power sta Harness Reduction in horses. Reduction in office furniture.  Total  Income Account for Year Ending Septen	tion	. \$283 . 64 . 2,876 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837 8 8,478
Additional track, miles, 021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs Two engines, two boilers, etc., at Lansingburgh power sta Harness Reduction in horses. Reduction in office furniture.  Total  Income Account for Year Ending Septen	ion	. \$283 . 2,876 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837 8 8,478 . \$17,358
Additional track, miles, 021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop. Two enew cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs Two engines, two boilers, etc., at Lansingburgh power sta Harness  Reduction in horses. Reduction in office furniture  Total  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:	tion	. \$283 . 2,876 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837 8 8,478 . \$17,358
Additional track, miles, 021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop. Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs Two engines, two boilers, etc., at Lansingburgh power sta Harness  Reduction in horses. Reduction in office furniture  Total  Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.:	tion	. \$283 . 64 . 2,876 . 1,773 . 2,785 . 4,260 . 680 . 1919 . 25 . 10,732 . 26 \$25,837 0 8,478 8,478 . \$17,858
Additional track, miles, 021 Steam railroad crossing. Poles for electric wires New dock, derrick, drains, etc., at Lansingburgh power sta New boiler-house and stack Alterations to buildings Coal sheds. Motor pits, repair and paint shop Two new cars, four condemned and one destroyed by accid Wagons, snow plows and sleighs. Two engines, two boilers, etc., at Lansingburgh power sta Harness  Reduction in horses. Reduction in office furniture  Total  Income Account for Year Ending Septer Gross earnings from operation. Less operating expenses (excluding all taxes). Net earnings from operation.	tion	. \$283 . 64 . 2,876 . 1,773 . 2,785 . 4,260 . 410 . 680 . 1,919 . 25 . 10,732 . 26 \$25,837 0 8,478 8,478 . \$17,358

<sup>\*</sup>Electrical equipment, dynamos, motors, wire, etc., are being furnished under contract with the Sprague Electric Railway Motor Company—not completed and not paid for.

† Decrease.

Deductions from income, as follows, viz.:   Taxes on property used in operation of road.   \$4,868 29     Taxes on earnings and capital stock   2,670 81     Interest on funded debt due and accrued   16,956 58     Rental of Troy and Cohoes Railroad   3,500 00     Rental of Lansingburgh and Cohoes Railroad   1,660 60     Rental of Waterford and Cohoes Railroad   1,800 00	980,145 8
Net income from all sources	20,000 Z 90,590
Payments from net income, as follows, viz.: Dividends declared, 10 per cent on capital stock	30,49 1
Surplus for year ending September 30, 1889.	
General Income Account.	
•	
Surplus for year ending September 30, 1889	1 (2.51) 2 (2.7
Total surplus September 30, 1889	# BT, 208
Analysis of Gross Earnings and Operating Expenses.	,
Earnings.	
From passengers	\$319,148 7
For transportation of papers	35.1
Total gross earnings	\$319,46 9
Operating Expenses.	
Repairs of roadbed and track. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness Sitable expenses. Horseshoeing. Renewals of horses Provender (including expense of grinding) Salaries of general officers and clerks and superintendent. Wages of conductors, drivers and motor men Wages of watchmen, starters and barn help Light fuel and oil. Alarm bell punch Water tax Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance. Removal of snow and ice. Rent of bridges Rent of offices and stations. Interest on floating debt. Telephone service. Water privileges and sprinkling Extra bridge tolls Miscelleneous. Incidentals, electric construction.	機能 1.600 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Total operating expenses	\$349.17
General Balance Sheet September 30, 1889.	1
Arsets.	1
Cost of road	\$453,557 364,967
Other permanent investments, as follows, viz.: Mortgage on lots in Cohoes	1,100
Current assets, as follows, vix.:	
Cash on hand         \$22,579 96           Supplies on hand         8,236 14	39,RF B
-	\$64.M S

Capital stock		\$300,000 0
Funded debt	• • • • • • • • • • • • • • • • • • • •	800,155 0
Current liabilities, as follows, viz.: In liabilities, as follows, viz.: Bilis payable	\$1,876 55 15,500 00	
Profit and loss,(surplus)	************	17,376 56 26,789 9
		<b>9644</b> ,821 5
Characteristics of Road, Equipme	nt, Etc.	
Length of railway owned by company, as follows, viz.: Single track, main line, from Iron Works, Troy, to Waterfor Second track on main line	rd	Miles 6.61 6.46
Total length of all tracks owned		13.06
Length of rails age leased and operated by this company as f	folloine miz :	
Length of raihoays leased and operated by this company, as fingle track from Ring street. Troy, to Cohoes single track from Second avenue, Lansingburgh, to Cohoes single track from Fourth street, Waterford, to Cohoes	8	8.72 1.10 1.87
Total length of single track leased		6.69
Total length of all tracks and sidings leased	•••••	9.69
Grand total length of all tracks and sidings owned and lea	bea	
Veight of rails per yard	····	45 to 60% lbs 4 feet 8% ir
pen cars	• • • • • • • • • • • • • • • • • • • •	
Horses	ocal, sc. ; thro	1 hous 1 hous Every 5 min 12h, 8 and 10d 5,689.99
Horses Schedule time making trip one way on main line	Local, 5c. ; thro	1 hour 1 hour Every 5 min ugh, 8 and 100 5,689,99 27
Horses  Schedule time making trip one way on main line  Cars are run.  Cars are run.  Lars are run.  Lars are run.  I Number of passengers carried in cars during year  Average number of employees (including officials) during the state of t	Local, 5c. ; thro	1 hour 1 hour Every 5 min ugh, 8 and 100 5,689,99 27
Horses Schedule time making trip one way on main line	Local, 5c. ; thro	1 hour 1 hour Every 5 min ugh, 8 and 100 5,689,99 27
Horses  Schedule time making trip one way on main line	Local, 5c. ; thro	1 hour 1 hour Every 5 min ugh, 8 and 100 5,689,99 27
Conductors, drivers and motor men.	Average number of hours of day.	### Table 1
Iorses. chedule time making trip one way on main line care are run. cate of fare per passenger. I vumber of passengers carried in cars during year. I verage number of employees (including officials) during generates.  Salaries, Wages, Etc., of Officers and E guperintendent, paymaster, receivers and clerks  OTHER EMPLOYEES.  Conductors, drivers and motor men Starters. Watchmen	Average number of hours on duty per day.	### Took of the content of the conte
Gonductors, drivers and motor men.  Conductors, drivers and motor men.	Average number of hours on duty per day.	### Table 1
Conductors, drivers and motor men Starters Watchmen Horses  Conductors, drivers and motor men Starters Watchmen Hillmen Hostlers Hoverse Hover	Average number of hours on duty per day.  11% 9 10 10 10	### A Property of the control of the

### Officers of the Company.

Name.	Title.	Official Address.
Chab. "Cleminshaw Joseph <sub>4</sub> B. Carb. Joseph J. Hagen	President Vice-President Secretary and Treas	Troy, N. Y. Troy, N. Y. Troy, N. Y. Troy, N. Y.

Directors of the Company.	
Name.	Residence.
WILLIAM BARTON	Troy, N. Y.
WILLIAM KEMP	Troy. N. Y.
Charles Cleminshaw	Troy. N. Y.
OTIS G. CLARK	Trov. N. Y.
DAVID T. LAMB.	Waterford, N. Y.
NATHANIEL B. POWERS	Lancing burgh, N. L.
HENRY B. DOUCHY	Troy. N. Y.
Chas. W. Tillinghast	Troy. N. Y.
JOSEPH B. CARR	Troy. N. Y.
ELIHU G. AKIN.	Troy. N. Y.
CHAS, L. ALDEN	Trov. N. Y.
EDWARD MURPHY, Jr	Troy, N. Y.
JOSEPH B. CARE. ELLHU G. AKIN. CHAS. L. ALDEN	Troy, N. Y. Troy, N. Y. Troy, N. Y.

Title of company, Troy and Lansingburgh Railroad Company.
General offices at 209 River street, Troy, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information (concerning this report, address Joseph J. Hagen, Secretary and Treasurer.

### TWENTY THIRD STREET (New York city).

(Date of charter, January 29, 1872,)

For history of organization, see Report of 1885.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding
Authorized by law or charter and now outstanding	6,000	\$600,000	\$500,000

#### FUNDED DEBT.

		!	interest.	
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	Amount outstanding
250,000 first mortgage bonds, \$1,000 each. 150,000 debenture bonds, \$1,000 each. 54 equipment notes.  Mortgage on two lots, E. 34th St., and one lot, 12th avenue.	May 1, 1893 Jan. 1906 1898	p.c. 7 5 5	May & Nov. Jan. & July. Jan. & July. Jan. & July.	150,00°

Note.—In addition to above, the Company has guaranteed the principal and inters of 375 first mortgage bonds of the Broadway Surface Railroad Company, due 12% is part consideration for the use of a portion of the tracks of the Broadway Surface Railroad Company.

# TWENTY-THIRD STREET.

## Cost of Road and Equipment.

Boad.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails.  Bight of way, amount paid the city.  Real estate, buildings and fixtures.	\$3,688 38	\$451,384 57 150,000 00 248,361 48
Total cost of road	\$3,688 38	\$849,696 05
Equipment.		
Horses and harness	\$13,050 00 54,000 00	\$206,001 83 208,954 07
Cars. Wagons, trucks, snow plows, sleighs, etc.	*1,654 00	•••••
Total cost of equipment	\$65,896 00	\$414,955 40
Grand total cost of road and equipment	\$69,084 88	\$1,264,651 45
DETAILS OF ADDITIONS OR BETTERMENTS DUR Extension of depot		\$3,688 38 13,060 00
•		\$16,738 88
Gross earnings from operation Less operating expenses (excluding all taxes).  Net earnings from operation.  Income from other sources, as follows, viz.: Rents Interest  Gross income from all sources.	. \$19,117 50 1,182 79	\$217,700 83
Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock Taxes other than above. Interest on funded debt due and accrued. Rent of leased lines. Interest on loans	\$4,945 88 25,943 65 64 41 87,110 40 85,295 38	
Net income from all sources		\$94,379 79
Payments from net income, as follows, viz.: Dividends declared, 10 per cent on capital stock		60,000 00
Surplus for year ending September 30, 1889		
General Income Account.		
Surplus for year ending September 30, 1889 Sumplus up to September 30, 1888	• • • • • • • • • • • • • • • • • • • •	\$24,379 79 173,981 56
Total surplus September 30, 1889		\$198,861 35
DETAILED STATEMENT OF RENTAL	<b>.a</b> .	
Bleecker Street and Fulton Ferry Railroad Co		18,750 00 2,000 00

Third Avenue Railroad Co. Central Park, North and East River Railroad Co. Dry Dock, East Broadway and Battery Railroad Co. Forty-second and Grand Streets Ferry Railroad Co.	\$496 38 350 00 300 00 250 00
<u>-</u>	\$85;296 38
Analysis of Gross Earnings and Operating Expenses.	
EARNINGS.	
From passengers, including leased lines	\$685,363 45
OPERATING EXPENSES,	
Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of conductors and drivers and engineers on dummy engines Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$31,032 23 5,059 11 8,851 82 11,279 12 12,685 77 85,872 59 67,850 88 20,131 57
Wages of conductors and drivers and engineers on dummy engines	151,329 34 82,535 99
Water tax	5,477 79 452 <b>3</b> 5
Water tax Damages to persons and property Legal expenses Advertising, priating and office expenses.	3,819 39 6,341 99 4,520 36
Insurance Removal of snow and ice	6,391 11 1,480 89
Rent real estate. John O'Brien, receiver.	10,397 31
Detective service	915 00 638 35
Detective service Incidentals Register Conductors' coat and cap account. Tow horse.	322 06 26 82 369 70 431 24
Total operating expenses.	\$467,662 62
	0201,000 0
General Balance Sheet September 30, 1889.	
Assets,	#040 #0¢ #\$
Cost of road	\$849,696 05 414,955 40
Other permanent investments, as follows, viz.: Thirty-four shares stock Long Island Land Fertilizing Company Bleecker Street and Fulton Ferry Railroad Company's bonds	3,400 09 6,000 00
Current assets, as follows, viz. : Cash on hand	86,567 24 17,585 41
-	\$1,378,964 10
Liabilities.	\$1,510,202 10
Capital stock	\$600,000 00 471,500 00
Ourrent liabilities, as follows, viz.: Interest on funded debt due and accrued	10,060 40 17,673 88 80,608 47
	198,361 35
· -	\$1,378,204 10
Characteristics of Road, Equipment, Etc.	\$1,378,204 10
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:  Single track, main line, from Twenty-third street. North river, to Twenty-	
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:	\$1,378,204 10 • Miles.
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:  Single track, main line, from Twenty-third street. North river, to Twenty-	\$1,378,204 10 Miles. 2 .50

TWENTY-THIRD STREET.	ı		940
Length of railways leased and operated by this company, as fingle track from Twenty-third street to Fulton ferry			4.50 4.50
Total length of all tracks and sidings leased			9
trand total length of all tracks and sidings owned and lead	sed		14
Veight of rails per yard	••••••	•••••	54 lbs. ft. 8½ in. 100 899
chedule time making trip one way: To East Twenty-third street ferry To East Thirty-fourth street ferry. To Fulton ferry. To Brooklyn bridge lars are run tate of fare per passenger lumber of passengers carried in cars during year. verage number of employees (including officials) during	• • • • • • • • • • • • • • • • • • • •	Every 1 k	22 min. 27 min. 43 min. 34 min. 5 cents 13,707,269 508
Salaries, Wages, Etc., of Officers and Clerks.  President, vice-president, secretary, treasurer, counsel, six intendent of stables and assistant, and two register clerk	clerks, su	Annu per-	al salary. \$25,136 00
Other Employees.			•
	Averag number hours on d per day	of luty p	Wages or day.
lonductors )rivers tarters Vatchmen witchmen loadmen lostlers		10 10 10 10 10 10 10 10 10	\$2 00 2 00 2 50 1 85 1 75 2 25 1 75 2 64
Accidents,			
	Injured.	Killed.	Total.
Other than passengers or employees	. 6	2	8
Officers of the Company.			
Name. Title.  ARTHUB LEARY President GEORGE N. CURTIS Vice-President THOMAS H. McLean Secretary and Superintendent. Walter T. Hatch Treasurer		ial Addre d St., N. Y d St., N. Y d St., N. Y d St., N. Y	
Directors of the Company.	١,٠	Residene	1e.
ARTHUR LEARY GEORGE N. CURTIS HENRY SANFORD JOHN DOWNEY SOLOMON MEHRBACH - T. BROWNELL BURNHAM S. V. CADWELL THEODORE B. STARE SAMUEL M. SMITH	••••••	New York New York New York New York New York	ceity. ceity. ceity. ceity. ceity.

Name.	Residence.
Charles Phelps Walter T. Hatch George H. Prentiss Elias Lewis, Jr.	New York city. Brooklyn, N. Y.
GEORGE H. PRENTISS	Brooklyn, N. Y.
1211EC 14 71 10) V 1	DIVORIJE, IV. I.

Title of company, Twenty-third Street Railway Company.
Address of general offices, 621 West Twenty-third street, New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Monday in June.
For information as to this report, address Thomas H. McLean, Secretary.

### UTICA BELT LINE.

(Date of charter, June 18, 1886.)

For history of organization, see Report of 1887.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK,

	.,	
•	No. of shares.	Par value.
Authorized by law or charter	1,500	\$150,000
Issued for actual cash	1,492	\$800 149,200
Total now outstanding	1,500	\$150,000
	·	

### FUNDED DEBT.

			INTEREST.	Amount
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.
First mortgage bonds	July 1, 1986 June 1, 1988	p.c. 5 5	Jan. & July June & Dec.	\$100,000 200,000

### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails	\$35,709 16 750 00 7,786 91	\$384,969 40 750 00 18,809 31
Total cost of road	\$44,246 07	\$404,528 71
EQUIPMENT. Horses Harness Cars	\$3,844 80 1,753 46 20,165 57	\$32,106 45 2,438 39 36,166 57
Total cost of equipment	\$25,763 83	\$70,711 44

# UTICA BELT LINE.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.	
Completing laying of new tracks on the leased lines, which were not finished at the time of filing report of September 30, 1888. Extending line on Eagle street over Seymour avenue to West Shore Bailroad. Also extending the Blandina street line and extending the tracks from Genesee street in New Hartford to the stables and car-sheds on the New York Mills' road, Bought lot at Whitestown	\$35,709 16 750 00
Building new stables and car-shed at Whitestown	6,155 00
Bought lot at Whitestown Building new stables and car-shed at Whitestown Building new car-shed and stables at New Hartford and fitting up grove at New York Mills Additional horses bought Additional cars bought Additional harness bought	1,631 91 3,844 80 20,165 57 1,753 46
Total	\$70,009 90
<del>-</del>	
Income Account for Year Ending September 30, 1889.	
Gross earnings from operation	\$106,587 20 71,008 98
Gross income from all sources	\$35,578 27
Deductions from income as follows, viz.: Taxes on earnings and capital stock \$606 09 Taxes other than above	
Rental of leased lines	24,896 44
Surplus for year ending September 30, 1889	\$10,681 83
General Income Account.	
Surplus for year ending September 30, 1889	\$10,681 83 10,505 76
Total surplus September 30, 1889	\$21,187 59
Analysis of Gross Earnings and Operating Expenses.	
<b>KAPNTNOS</b>	•
Earnings. From passengers	\$105,974 <b>7</b> 2
From passengers	\$105,974 72 612 48
	\$105,974 72 612 48 \$106,587 20
From passengers	612 48
From passengers. Carrying mail.  Total gross earnings.  OPERATING EXPENSES.	\$106,587 20 \$577 92
From passengers. Carrying mail.  Total gross earnings.  OPERATING EXPENSES.	\$106,587 20 \$577 92 645 08
From passengers. Carrying mail.  Total gross earnings.  OPERATING EXPENSES.	\$106,587 20 \$577 92 645 08 299 02 2,164 53
From passengers. Carrying mail.  Total gross earnings.  OPERATING EXPENSES.	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Weges of waters and drivers	\$106,587 20 \$577 92 \$45 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Weges of waters and drivers	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00 19,274 59 8,108 27 27,124 19 11,661 01 758 00
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Weges of waters and drivers	\$106,587 20 \$577 92 \$45 56 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Weges of waters and drivers	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 785 00
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses	\$106,587 20 \$677 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 788 00 441 55 680 88
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses	\$106,587 20 \$677 92 645 08 299 02 2,164 55 2,222 00 19,274 59 8,108 27 27,124 19 11,661 01 150 58 785 00 441 55 680 88 527 96
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses Insurance Removal of snow and ice. Doctoring horses Oil waste.	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 785 00 441 55 680 88 527 96 266 68 32 29 92
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of ears and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel. Water tax Damages to persons and property. Advertising, printing and office expenses Insurance Removal of snow and ice. Doctoring horses	\$106,587 20 \$577 92 \$45 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 785 00 441 55 680 88 527 96 265 68
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses Insurance Removal of snow and ice. Doctoring horses Oil waste.	\$106,587 20 \$577 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 785 00 441 55 680 88 527 96 266 68 32 29 92
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of ears and other vehicles. Repairs of harness and stable equipment. Horseshoeing. Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses Insurance Removal of snow and ice. Doctoring horses Oil waste Stable rent	\$106,587 20 \$677 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 788 00 441 55 680 88 527 96 265 63 32 09 290 64
From passengers Carrying mail.  Total gross earnings.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax Damages to persons and property. Advertising, printing and office expenses Insurance Removal of snow and ice Doctoring horses Oil waste Stable rent	\$106,587 20 \$677 92 645 08 299 02 2,164 53 2,222 00 19,274 59 3,108 27 27,124 19 11,661 01 758 00 150 58 788 00 441 55 680 88 527 96 265 63 32 09 290 64

#### 948 REPORT OF THE RAILROAD COMMISSIONERS.

Capital stock	10,119 6 3,750 6 39,109 8 50,000 6 000,000 6 4,963 3 8,138 6 4,900 8 4,903 8 149,109 8
Capital stock.  Capital stock.  Funded debt  Current liabilities, as follows, viz.: Interest on funded debt.  Bills payable. Open accounts.  Profit and lose (surplus).  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.: Single track on main line, including all of Belt Line Street Ballroad in Utica.  Sidings on main line.  Total length of all tracks and sidings owned  Length of railways leased and operated by this company, as follows, viz.: Single track from Yorkville to Upper New York Mills. Single track from Main street, Utica, to New Hartford. Single track from Main street, Utica, to Whitestown  Total length of single track leased Becond track, sidings and extensions.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Gauge of track  Veight of rails per yard.  Single of track  Open cars.  Horses and mules  Schedule time making trip one way.  25 to	50,000 0 50,000 0 4,983 3 8,138 6 4,900 8 4,900 8 Miles 6,04 1.6
Capital stock. Funded debt. Current liabilities. as follows, viz.: Interest on funded debt. Bills payable. Open accounts Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.: Single track on main line, including all of Beit Line Street Railroad in Utica. Sidings on main line.  Total length of all tracks and sidings owned  Length of railways leased and operated by this company, as follows, viz.: Single track from Main street, Utica, to New Hartford Single track from Main street, Utica, to Whitestown  Total length of single track leased Second track, sidings and extensions  Total length of all tracks and sidings leased Grand total length of all tracks and sidings leased  Weight of rails per yard	4,963 2 8,128 6 4,906 6 21,187 8 49,109 8 Miles 6,04
Capital stock. Funded debt. Current liabilities. as follows, viz.: Interest on funded debt. Bills payable. Open accounts Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.: Single track on main line, including all of Beit Line Street Railroad in Utica. Sidings on main line.  Total length of all tracks and sidings owned  Length of railways leased and operated by this company, as follows, viz.: Single track from Main street, Utica, to New Hartford Single track from Main street, Utica, to Whitestown  Total length of single track leased Second track, sidings and extensions  Total length of all tracks and sidings leased Grand total length of all tracks and sidings leased  Weight of rails per yard	4,963 2 8,128 6 4,906 6 21,187 8 49,109 8 Miles 6,04
Interest on funded debt.  Bills payable. Open accounts. Profit and loss (surplus)  Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.: Single track on main line, including all of Belt Line Street Railroad in Utica. Sidings on main line.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows, viz.: Single track from Yorkville to Upper New York Mills. Single track from Main street. Utica, to New Hartford. Single track from Main street. Utica, to Whitestown  Total length of single track leased. Second track, sidings and extensions  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings leased.  Weight of rails per yard.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Stopen cars.  Horses and mules.	8,128 6 4,800 6 21,187 8 49,109 8 Miles 6,04 1.6
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track on main line, including all of Beit Line Street Bailroad in Utica.  Sidings on main line.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows, viz.:  Single track from Yorkville to Upper New York Mills.  Single track from Main street, Utica, to New Hartford.  Single track from Main street, Utica, to Whitestown.  Total length of single track leased.  Second track, sidings and extensions.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Stopen cars.  Horses and mules.  Extending trip one way.  25 to	21,187 8 49,109 8 Miles 6,04 1.6
Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track on main line, including all of Beit Line Street Railroad in Utica.  Sidings on main line.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows, viz.:  Single track from Yorkville to Upper New York Mills Single track from Main street, Utics, to New Hartford Single track from Main street, Utics, to Whitestown  Total length of single track leased Second track, sidings and extensions  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard	Miles 6.04 1.6
Length of railway owned by company, as follows, viz.:  Single track on main line, including all of Beit Line Street Bailroad in Utica.  Sidings on main line.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows, viz.:  Single track from Yorkville to Upper New York Mills.  Single track from Main street, Utica, to New Hartford.  Single track from Main street, Utica, to Whitestown.  Total length of single track leased.  Second track, sidings and extensions.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Single track owned and leased.  Weight of rails per yard.  4ft Number of box cars.  Open cars.  Horses and mules.	6,04 1.6
Single track on main line, including all of Belt Line Street Railroad in Utica.  Sidings on main line.  Total length of all tracks and sidings owned.  Length of railways leased and operated by this company, as follows, viz.: Single track from Yorkville to Upper New York Mills. Single track from Main street, Utica, to New Hartford. Single track from Main street, Utica, to Whitestown.  Total length of single track leased. Second track, sidings and extensions.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Gauge of track.  Number of box cars.  Open cars.  Horses and mules.  Schedule time making trip one way.  25 to	6,04 1.6
Total length of all tracks and sidings owned  Length of railways leased and operated by this company, as follows, viz.: Single track from Yorkville to Upper New York Mills Single track from Main street, Utics, to New Hartford Single track from Main street, Utics, to Whitestown  Total length of single track leased Second track, sidings and extensions  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased  Weight of rails per yard  Gauge of track  Number of box cars.  Open cars.  Horses and mules Schedule time making trip one way  25 to	1.6
Length of railways leased and operated by this company, as follows, viz.:  Single track from Yorkville to Upper New York Mills.  Single track from Main street, Utica, to New Hartford.  Single track from Main street, Utica, to Whitestown.  Total length of single track leased.  Second track, sidings and extensions.  Total length of all tracks and sidings leased.  Grand total length of all tracks and sidings owned and leased.  Weight of rails per yard.  Gauge of track.  Number of box cars.  Open cars.  Horses and mules.  Schedule time making trip one way.  25 to	7.64
Total length of single track leased  Second track, sidings and extensions  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased  Weight of rails per yard  Gauge of track  Number of box cars.  Open cars.  Horses and mules  Schedule time making trip one way  25 to	
Total length of single track leased  Second track, sidings and extensions  Total length of all tracks and sidings leased  Grand total length of all tracks and sidings owned and leased  Weight of rails per yard  Gauge of track  Number of box cars.  Open cars.  Horses and mules  Schedule time making trip one way  25 to	1.75 3.90 3.79
Weight of rails per yard	9,34 4,73
Weight of rails per yard	14.07
Gauge of track 4ft Number of box cars  Open cars  Horses and mules Schedule time making trip one way 25 to	21.71
	d 60 lbs t. 8% in 3 2 26 60 min
Cars are run Ever Rate of fare per passenger 5 and	y 3 min d 10 cts
Salaries, Wages, Etc., of Officers and Employees.	
Officers. Annual	
Superintendent	12,500 0 900 0
OTHER EMPLOYEES,	
4	
	day.
Conductors 12	•
Drivers 12	\$1 \$
Starters	\$1 8 1 3
Roadmen	
Hostlers	

Name.	Title.	Official Address.
Joshua Mather John W. Boyle Henry J. Benson Charles W. Mather	Vice-President	Utica, N. Y.
WILLIAM E. HAYCOX	Superintendent	. Utioa, N. Y.

### UTICA BELT LINE.

Directors of the Company.	
Name.	Residence.
JOSHUA MATHER.	Utica, N. Y.
JOHN W. BOYLE	Utica, N. Y.
WESLEY MATHEB	Utica. N. Y.
CHARLES W. MATHER	Utica. N. Y.
DANIEL L. JONES	Brooklyn, N. Y.
CHARLES B. TEFT	Utica, N. Y.
CHARLES W. HACKETT	Utica, N. Y.

Title of company, The Utica Belt Line Street Railroad Company.
Address of general offices, 24 Main street, Utica, N. Y.
Date of close of fiscal year, September 30
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address Henry J. Benson, Secretary.

### UTICA, CLINTON AND BINGHAMTON (Street Department).

LESSOR.

LESSEE - UTICA BELT LINE.

See report of this company, Lessor, in Surface Steam Roads, ante.

### UTICA AND MOHAWK.

(Date of charter, January 4, 1874.)

For history of organization, see Report of 1886. See also chapter 104, Laws of 1886, State of New York, entitled "An act for the relief of the Utica and Mohawk Railroad Company."

### Capital Stock and Funded Debt.

#### CAPITAL STOCK,

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter  Lesued for actual cash and now outstanding.	5,000 640	\$250,000 32,000	\$82,000

#### FUNDED DEBT.

		INTEREST.		Amount	Cash realized
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage bonds, issued August 1, 1883	Aug. 1, 1893	p.c. 6	Feb. 1, Aug. 1	\$15,000	\$15,000

### Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Bept 30, 1880.
Roadbed, superstructure and rails.	\$500 00 1,238 00	\$6,453 ° 1,558 °
Buildings and fixtures. Purchase of constructed road, with equipment		3,65) 94,779
Total cost of road	\$1,733 00	\$36,118
Equipment.		
Horses	10 00	\$3,896 273
Cars	80 00 108 08	3.34
Total cost of equipment		\$13,734
Grand total cost of road and equipment	\$2,079 08	\$49,86
New snow plow		108
Income Account for Year Ending Septem	mber 30, 1899	106 ( \$2,673 (
Total	mber 30, 189	\$2,679 \$2,679 \$13,234 10,007
Total	mber 30, 189	\$2,675 \$2,675 \$13,234 10,007
Total	mber 30, 183	\$13,254 10,000 \$23,257
Total	mber 30, 1891	\$13,234 10,007 \$3,227
Total	mber 30, 1891	\$2,675 \$2,675 \$13,254 19,007 \$3,257 70
Total	mber 30, 1891	\$13,254 19,607 \$33,257 70 \$3,257
Total  Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Bundries  Gross income from all sources  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock, 1888 and 1889 Taxes other than above, expenses of Railroad Commission 1888 and 1889 Interest on funded debt due and accrued	## 16 10 158 86 100 26 26 29 90 90 90 90	\$13,254 10,007 \$3,257 70 \$3,257
Total  Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation  Income from other sources, as follows, viz.: Bundries  Gross income from all sources  Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock, 1888 and 1889 Taxes other than above, expenses of Railroad Commission 1888 and 1889 Interest on funded debt due and accrued	## 16 10 158 86 100 26 26 29 90 90 90 90	\$3,079 \$13,224 10,007 \$3,227 70 \$5,299
Income Account for Year Ending Septer Gross earnings from operation	\$16 10 158 96 100 26 39 20 39 20 30 30	\$3,979 \$13,224 10,007 \$3,227 70 \$3,299
Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Bundries  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock, 1888 and 1889 Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on bills payable.  Net income from all sources. Payments from net income, as follows, viz.:	## 16 10 158 86 100 158 86 100 158 86 100 158 86 100 158 100 158 100 158 158 158 158 158 158 158 158 158 158	\$13,254 \$13,254 10,007 \$3,257 \$3,259 \$3,259 \$2,160
Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Bundries  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes on earnings and capital stock, 1888 and 1889 Interest on funded debt due and accrued Interest on funded debt due and accrued Interest on bills payable.  Net income from all sources. Payments from net income, as follows, viz.:	mber 30, 1891	\$2,079 \$13,254,000 \$3,257 70 \$3,259 1,159 \$3,190 1,733
Income Account for Year Ending Septer Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Sundries  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock, 1888 and 1889 Interest on funded debt due and accrued Interest on bills payable.  Net income from all sources. Payments from net income, as follows, viz.: Dividends declared, six per cent on capital stock, for 1888	mber 30, 1891	\$2,079 \$13,254,000 \$3,257 70 \$3,259 1,159 \$3,190 1,733
Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Bundries  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road. Taxes on earnings and capital stock, 1888 and 1889 Interest on funded debt due and accrued. Interest on funded debt due and accrued. Interest on bills payable.  Net income from all sources. Payments from net income, as follows, viz.: Dividends declared, six per cent on capital stock, for 1888 Surplus for year ending September 30, 1889	## ## ## ## ## ## ## ## ## ## ## ## ##	\$13,254 \$13,059 \$13,050 \$13,050 \$3,050 \$3,050 \$2,160 1,732 \$45,550
Income Account for Year Ending Septem Gross earnings from operation Less operating expenses (excluding all taxes)  Net earnings from operation Income from other sources, as follows, viz.: Bundries  Gross income from all sources Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes other than above, expenses of Railroad Commission 1888 and 1889 Interest on funded debt due and accrued Interest on bills payable.  Net income from all sources Payments from net income, as follows, viz.: Dividends declared, six per cent on capital stock, for 1888  Surplus for year ending September 30, 1889	## 16 10 158 96 199 199 199 199 199 199 199 199 199	\$13,254 19,607 \$3,227 70 \$3,598 1,129 \$2,160 1,732 \$456 1,603
Income Account for Year Ending Septem Gross earnings from operation	## ## ## ## ## ## ## ## ## ## ## ## ##	\$13,234 19,007 \$3,227 70 \$3,198 1,139 2,100 \$4,665 1,661 9,008 8

Utica and Mohawk.		951
OPERATING EXPENSES.		
Lepairs of roadbed and track		\$430 84
Lepairs of buildings and fixtures	• • • • • • • • • • • • • • • • • • •	53 12 830 96
Lepairs of cars and other vehiclesLepairs of harness and stable equipment		72 66
Lepairs of harness and stable equipment Lorseshoeing Lors	• • • • • • • • • • • • • • • • • • • •	478 70 428 00
rovender (including expense of grinding)	,	2,824 50
Salaries of general officers and cierks	• • • • • • • • • • • • • • • • • • • •	1,560 00 2,366 00
Vages of watchmen, starters, switchmen, roadmen, hostler	в, etc	1,050 5
Agnt and fuel	• • • • • • • • • • • • • • • • • • • •	107 8 20 2
egal expenses	• • • • • • • • • • • • • • • • • • •	25 0
nsurancensurance	• • • • • • • • • • • • • • • • • • •	242 84 187 50
Removal of snow and ice	• • • • • • • • • • • • • • • • • • • •	10 8
Temoval of snow and ice. Jitica Park association, 1888 Extra teams hired	• • • • • • • • • • • • • • • • • • •	168-69 164-76
Total operating expenses	· · · · · · · · · · · · · · · · · · ·	\$10,007 1
General Balance Sheet September 2		
A go pro	•	******
Jost of road		\$36,118 49 13,784 <b>6</b> 1
Chamment agests as follows vis .		
Cash on hand		295 49
		\$50,148 60
Liarilities.		
Capital stock	• • • • • • • • • • • • • • • • • • • •	\$82,000 00 15,000 00
Ourrent liabilities, as follows, viz. :		150 O
Due and scorued  Bond and mortgage on real estate bought  Profit and loss (surplus)		900 00
Profit and loss (surplus)	• • • • • • • • • • • • • • • • • • • •	2,098 60
		\$50,148 60
Characteristics of Road, Equipmen	it, Etc.	
Length of raiksay owned by company, as follows, viz.: Single track, main line, from Genesee street to Driving Par Sidings on main line	k	Miles 2.33 .27
Total length of single track on main line and branches .		
Weight of rails per yard Gauge of track.		4 ft. 8% in.
Number of box 6868		
Open cars Horses and mules		, 2
Schedule time making trip one way	• • • • • • • • • • • • • • • • • • • •	20 min
Robedule time making trip one way. Cars are run Rate of fare per passenger Number of passengers carried in cars during year No ac Average number of employees (including officials), during y	count kept; u	se fare boxes
Salaries, Wages, Etc., of Officers and 1		•
		nnual salary.
President Officers and Clerks. Superintendent Clerk		\$500 06 720 06 360 06
OTHER EMPLOYERS.	• • • • • • • • • • • • • • • • • • • •	300 00
OTHER EMPLOYEES,		:=====
_ b	Average number of ours on duty per day.	Wages per day.
Drivers	15	\$1 33

### Officers of the Company.

Name.	Title.	Official Address.
James F. Mann. William E. Lewis. George D. Dimon. Michael Leaby.	Treasurer	Utica. N. Y.

Directors of the Company.	
Name.	Residence.
James F. Mann	
B. W. Sherman	Ution, N. Y.
WILLIAM E. LEWIS	Utica, N. Y.
George D. Dimon	Utica, N. Y.
John H. Sherhan	
A. D. BARBER	Utica, N. Y.
T. R. Prootor	Utica, N. Y.
GEORGE H WILEY	
P. O. J. DRANGELIS.	Utica, N. I.
WILLIAM R. HEATH	
M, W. VAN AUKEN	
R. G. HOERLEIN	
J. Morris Childs	UUCE, N. I.

Title of company, Utics and Mohawk Railroad Company.
Address of general offices, Utics, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in January.
For information concerning this report, address George D. Dimon, Treasurer.

### VAN BRUNT STREET AND ERIE BASIN - (Brooklyn).

(Date of charter, February 15, 1861.)

For history of organization, see Report of 1885.

### Capital Stock and Funded Debt.

### CAPITAL STOCK.

•	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,500 750	\$150,000 75,000	\$75,000

### FUNDED DEBT.

		INTEREST.		Amount	Cash realized
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage bonds	April 1, 1882	p. c. 6	Apr. and Oct.	\$25,000	\$25,000

# VAN BRUNT STREET AND ERIE BASIN.

### Cost of Road and Equipment,

ROAD.	Additions or betterments during year ending Sept. 80, 1889.	Total cost of road and equipment up to Sept. 30, 1889.
Boadbed, superstructure and rails	*\$3,069 97	\$72,326 44 14,600 00
Total cost of road	\$3,069 97	\$86,926 44
EQUIPMENT. Horses and harness	\$950 00	\$6,470 00 10,110 00
Total cost of equipment	\$950 00	\$16,580 00
Grand total cost of road and equipment		\$108,506 44
Details of Additions of Betterments Dur One new car		
Income Account for Year Ending Septem	nber 30, 1889	
Gross earnings from operation		\$25,709 25 20,466 96
Net earnings from operation		\$5,242 80 700 00
Gross income from all sources		\$5,942 30
Deductions from income, as follows, viz.: Taxes on property used in operation of road	193 07	•
Surplus for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	\$3,530 70
General Income Account.		
Surplus for year ending September 30, 1889		<b>\$3</b> ,580 70
Deficit up to September 30, 1888		2,722 94
Total surplus September 30, 1889	••••	\$907. 76
Analysis of Gross Earnings and Operati	ing Expenses	ı <b>.</b>
From passengers		\$25,709 25
OPERATING EXPENSES.		
Repairs of roadbed and track	••••••	\$3,069 97 100 00 1,074 38 572 60 588 40

<sup>This item also appears in operating expenses.—R. R. Commissioners.
† This is properly a credit to repairs of roadbed and track.—R. R. Commissioners.
‡ Appears also in operating expenses.—R. R. Commissioners.
§ This does not agree with balance sheet.—R. R. Commissioners.</sup> 

\$760 00	
	Renewals of horses and mules
3,283 01	Renewals of horses and mules Provender (including expense of grinding).
1,146 51 9,219 34	Salaries of general officers and clerks.  'Wages of conductors, drivers, hostlers, etc
186 22	Light and fuel
54 84	Water tax
917 98	Water tax Advertising, printing and office expenses
62 49	Insurance Removal of snow and ice.
43 00	Removal of snow and ice
44 00	Contingencies
\$20,521 79	*Total operating expenses
	=
	† General Balance Sheet September 30, 1889.
	Assets.
\$86,926 44	Cost of road
16,580 00	Cost of equipment
	Current assets, as follows, viz.:
	Cash on hand       \$4,278 50         Supplies on hand       140 00
	Supplies on hand
4,418 50	**************************************
#107 OO4 O4	·
\$107,934 94	
	Liabilities.
97E AAA AA	Capital stock
\$75,000 00 25,000 00	Funded debt
. 20,000 00	
	Current liabilities, as follows, viz.:
1,500 00	Interest on lunded debt
2,300 00	Bills payable
	TOWN ONE TORS IS SELECTED !
4,194 94	
\$107,924 94	<del>-</del>
	Characteristics of Road, Equipment, Etc.
\$107,924 94	Characteristics of Road, Equipment, Etc.
\$107,924 94 Miles	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:
\$107,924 94 Miles	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:
\$107,924 94 Miles	Characteristics of Road, Equipment, Etc.
\$107,924 94 Miles	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz:
\$107,924 94 Miles. 1.5	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line
Miles. 1.5 1.5	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line
Miles. 1.5 1.5 3.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Total length of all tracks owned  Weight of rails per yard
Miles. 1.5 1.5	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Total length of all tracks owned  Weight of rails per yard
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8½ in. 27 14 min. 7 6 to 10 min.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track.  Number of box cars Open cars.  Horses and mules Schedule time making trip one way.
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 14 min. 9 6 to 10 min. 3 cents.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track.  Number of box cars Open cars.  Horses and mules Schedule time making trip one way.
#107,924 94  #11es. 1.5 1.5 3.  45 lbs. 4 ft. 8% in. 27 14 min. 3 cents. 40 for \$1.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard  Gauge of track.  Number of box cars  Open cars.  Horses and mules  Schedule time making trip one way.
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 14 min. 9 6 to 10 min. 3 cents.	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard  Gauge of track.  Number of box cars  Open cars.  Horses and mules  Schedule time making trip one way.
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 47 14 min. 9 6 to 10 min. 3 cents. 40 for 81. 856,975	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned.  Weight of rails per yard Gauge of track Number of box cars Open cars. Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year.  Average number of employees (including officials) during year.
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 47 14 min. 9 6 to 10 min. 3 cents. 40 for 81. 856,975	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard  Gauge of track.  Number of box cars  Open cars.  Horses and mules  Schedule time making trip one way.
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 47 14 min. 9 6 to 10 min. 3 cents. 40 for 81. 856,975	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars. Horses and mules Schedule time making trip one way Cars are run Every Rate of fare per passenger Tickets are sold at rate of Number of passengers carried in cars during year Average number of employees (including officials) during year
Miles. 1.5 1.5 3. 45 lbs. 4 ft. 8% in. 5 4 27 14 min. 3 cents. 40 for \$1. 856,975	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars. Horses and mules Schedule time making trip one way Cars are run. Every Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year.  Average number of employees (including officials) during year.
# 107,924 94  # 116s. 1.5 1.5 3.  45 lbs. 4 ft. 8% in. 5 4 27 14 min. 3 cents. 40 for \$1. 856,975 19  nual salary. \$1,200 00	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars  Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year  Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officers.  An Superintendent
# 107,924 94  # 116s. 1.5 1.5 3.  45 lbs. 4 ft. 8% in. 5 4 27 14 min. 3 cents. 40 for \$1. 856,975 19  nual salary. \$1,200 00	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars  Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year  Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officers.  An Superintendent
### ### ##############################	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track  Number of box cars Open cars  Open cars  Chorse and mules  Schedule time making trip one way  Cars are run  Rate of fare per passenger  Tickets are sold at rate of Number of passengers carried in cars during year  Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officers  Superintendent  *The following items are reported but do not seem to enter into total expenses or to be elsewhere accounted for in report.—R. R. Commissioners.
### ### ### ### ### ### ### ### ### ##	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars. Horses and mules Schedule time making trip one way Cars are run. Every Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year.  Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officers.  An Superintendent.  *The following items are reported but do not seem to enter into total expenses or to be elsewhere accounted for in report.—R. R. Commissioners.  Rent of tracks Brooklyn City Railroad Company.
### ### ##############################	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Becond track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars.  Horses and mules Schedule time making trip one way Cars are run Rate of fare per passenger Tickets are sold at rate of Number of passengers carried in cars during year Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officer.  An Superintendent  *The following items are reported but do not seem to enter into total expenses or to be elsewhere accounted for in report.—R. R. Commissioners.
### ### ### ### ### ### ### ### ### ##	Characteristics of Road, Equipment, Etc.  Length of railway owned by company, as follows, viz.:  Single track, main line, from Hamilton ferry to Erie Basin dry dock  Second track on main line.  Total length of all tracks owned  Weight of rails per yard Gauge of track Number of box cars Open cars. Horses and mules Schedule time making trip one way Cars are run. Every Rate of fare per passenger. Tickets are sold at rate of Number of passengers carried in cars during year.  Average number of employees (including officials) during year  Salaries, Wages, Etc., of Officers and Employees.  Officers.  An Superintendent.  *The following items are reported but do not seem to enter into total expenses or to be elsewhere accounted for in report.—R. R. Commissioners.  Rent of tracks Brooklyn City Railroad Company.

<sup>†</sup>Published as reported. On the figures given in report for the year it is incorrect. Report was sent back once for correction, and this is the amended report.—R R Commissioners.

#### OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors (minors over sixteen years of age)	12 12 10 12	\$1 00 2 00 1 50 1 71

### Officers of the Company.

Name.	Tille.	Official Address.
DAVID W. BINNS	President	59 Sandford St., Brooklyn, N. Y. 264 Van Brunt St., Brooklyn, N. Y.
FRANK A. MONELL	Superintendent	264 Van Brunt St., Brooklyn, N. 1.

### Directors of the Company.

Name.	Residence.
DAVID W. BINNS	Brooklyn, N. Y.
EDMUND TERRY	Brooklyn, N. Y.
JOSEPH WHITE	Brooklyn, N. Y.
Franklin Sterring	Brooklyn, N. Y.
MICHAEL MURPHY	Brooklyn, N. Y.
MICHAEL COFFEY	Brookivn, N. Y.
THOMAS CUNNINGHAM	Brooklyn, N. Y.

Title of company, Van Brunt Street and Erie Basin Railroad Company. General offices at 264 Van Brunt street, Brooklyn, N. Y. Date of close of fiscal year, September 20. Date of stockholders' annual meeting, third Monday in February. For information concerning this report, address Edmund Terry, Treasurer.

### WASHINGTON STREET, ASYLUM AND PARK (Binghamton).

(Articles of consolidation filed Oct. 4, 1887.)

For history of organization, see Report of 1888.

### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

<del></del>	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter Issued for actual cash and now outstanding.	500 288	\$50,000 28,800	\$28,800

#### FUNDED DEBT.

•			Interest.	Amount	Cash realized
Designation of Lien.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
*First mortgage bonds	Oct. 1, 1906	p.c. 6	April & Oct. 1	\$65,000	\$29,000

<sup>\*</sup> Thirty-five thousand dollars of bonds held as collateral on floating debt.

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road azi equipment up to Sept. 30, 1889.
Roadbed, superstructure and rails	\$5,055 08	712,982
Heal estate	38 65	190 470
Real estate. Buildings and fixtures. Purchase of constructed road.	36 00	11,5
Total cost of road	\$5,093 73	\$52,20
Pars	\$1,520 00 [	\$11,26
now plows. Lectric motors and other electrical appliances	100 00	18.3G
Total cost of equipment		\$39.66
Grand total cost of road and equipment		961,973
DETAILS OF ADDITIONS OR BETTERMENTS DUE Electrical equipment, pertaining to track and rebuilding		
hasvy raila		*13,5%
Dynamo foundations	• • • • • • • • • • • • • • • • • • • •	類 1.120
Dynamo foundations Two new 8-seat open cars Changing cars, electrical equipment Snow shovel	· · · · · · · · · · · · · · · · · · ·	100
Total	-	W. <b>W</b>
Income Account for Year Ending Septe: Gross earnings from operation	-	\$7,000 4,385
Gross income from all sources	-	92.78
Deductions from income, as follows, viz.: Faxes on earnings and capital stock		1,7%
Surplus for year ending September 30, 1889	· · · · · · · · · · · · · · · · · · · ·	\$1,04
General Income Account.	•	
Surplus for year ending September 30, 1889 Deficit up to September 30, 1888		81,044 16,115
Total deficit September 30, 1889		\$15,67
Analysis of Gross Earnings and Operac	ing Expenses	•
From passengers EARNINGS.		\$7,000
Operating Expenses.		
		. 9455
Repairs of roadbed, track and wires,	••••••	971 130 154 1.790

<sup>\*</sup>Does not agree with previous statement.—R. R. Commissioners.

Washington Street, Asylum an	D PARK.	957
Light and fuel  Damages to persons and property, settlement for injury in I  Legal expenses.  Advertising, printing and office expenses.  Contingencies.  Power.		\$111 54 243 72 254 92 136 06 35 66 324 00
Total operating expenses	······································	\$4,260 69
Gameral Balance Sheet Santomber 9	M 1000	
General Balance Sheet September :  Assets.	M, 1998.	
Cost of road	• • • • • • • • • • • • • • • • • • • •	\$52,289 18
Cost of equipment	· · · · · · · · · · · · · · · · · · ·	29,684 09 85,000 00 15,071 09
	-	\$182,044 81
Liabilities.	•	•
Capital stock		\$28,800 00
Funded debt	•••••	65,000 00
Current liabilities, as follows, viz.:  Interest on funded debt due and scorued		· 36 44
Bills payable. Open accounts. Oash over draft		19,036 13 18,189 48
Cash over draft		982 26
		\$132,044 31
Characteristics of Road, Equipmen	at. Etc.	
Single track, main line, from Boss park to Insane Asylum.	•	5 miles.
Weight of rails per yard Gauge of track Number of box cars	•••••••	25 to 40 lbs. 4 ft. 8½ in. 7
Cars are run	• • • • • • • • • • • • • • • • • • • •	Every 15 min.
Schedule time making trip one way Cars are run Rate of fare per passenger. Cash tickets. Commutation books		4 cents.
Number of passengers carried in cars during year	year	143,060 10
Salaries, Wages, Etc., of Officers and	Employees.	
Superintendent Officer.	••••••••	\$990 00
OTHER EMPLOYEES,		
	Average number of hours on duty per day.	Wages per day.
Conductors. Motor men Roadmen	12 12 10	*\$9 00 1.50 1.25
Officers of the Company.		
Name. Title.		Address.
GUSTAVE STICKLEY President	Binghar	nton, N. Y. nton, N. Y. nton, N. Y.
J. P. E. CLARK Superintendent	Binghar	nton, N. Y.

Directors of the Company.	
Name.	Residence.
GUSTAVE STICKLEY	Binghamton, N. Y.
Charles Stickley	Binghamton, N. I
Charles Stickley E. S. Meerer	Binghamten, N. Y.
B. H. NELSON R. H. MEAGLEY	Binghamton, N. Y.
R. H. MEAGLEY	Binghamton, N. I
G. T. Rogers	Binghamton, N. I
GEO. WHITNEY	Binghamton, N. I
	_

Title of company, Washington Street, Asylum and Park Railroad Company. Address of general offices, Binghamton, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, second Tuesday in December. For information concerning this report, address Gustave Stickley, President.

### WATERFORD AND COHOES.

LESSOR.

Lessee - Troy and Lansingburgh.

[Date of charter, February 8, 1883.]

For history of organization, see Report of 1885.

#### Capital Stock.

	No. of shares.	Par value.	Cash resided on amount outstanding
Authorized by law or charter, issued for actual cash and now outstanding		\$25,000	25,41
	Road.		
Road built by contractOther items	••••••		200,300 9 1,176 &
Total cost of road		••••••	124.在5
Income Account for Year E	-	•	
Income from all sources, rental	•••••	••••••	. \$1.754 0
Payments from net income, as follows, viz.: Dividends declared, 7 per cent on capital sto	ook	••••••	1.79 #
General Inco	ome Account.		
Surplus up to September 30, 1888 Less expense account	•••••	••••••••	922 di 6 Ti
Total surplus September 30, 1889	• • • • • • • • • • • • • • • • • • • •	•••••	\$14.2
General Balance She	et September	30, 1889.	
Cost of road	ets.		234.4E 7
Current assets, as follows, viz.:			
			805,854 E

Capital stock	Liabilities.	\$25,000 00
Profit and loss (surplus)		74 07
		\$25,074 07
Secretary and Treasurer	Salaries of Officers.	Annual salary.
o	Micers of the Company.	
Name.	Title.	Official Address.
Thos. Breslin	President	Waterford, N. Y. Waterford, N. Y.
	rectors of the Company.	
Name.		Residence.
W. W. BRESLIN. J. W. HINES JOHN KNICKERBACKEB THOS. A. KNICKERBACKER C. C. ORMBBY FRANK B. PECK		Waterford, N. Y. Waterford, N. Y. Troy, N. Y. Troy, N. Y. Waterford, N. Y. Waterford, N. Y.
Title of company, The Waterf Address of general offices, Wa Date of stockholders' annual For information concerning the	ord and Cohoes Railroad Company. aterford, N. Y. meeting, second Tuesday in Februs his report, address C. C. Ormsby, Se	ary. Cretary.

#### WATERVLIET TURNPIKE AND RAILROAD.

(Chapter 141, Laws of 1828, amended by chapter 233, Laws of 1862.)

This company was incorporated as the Watervliet Turnpike Company by chapter 141 of the Laws of the State of New York of 1828, and thereafter the necessary real estate was purchased, and a turnpike road constructed from the northern boundary line of the city of Albany to the upper ferry opposite the city of Troy, and was opened for traffic.

Traffic.

By an act of the Legislature of the State of New York, passed April 15, 1862 (chapter 233 of the Laws of 1862), "The Watervilet Turnpike Company, in addition to their present powers, franchises and privileges," were authorized to contract and maintain a railroad on their present road and to extend the same into and through the village of West Troy and Cohoes and the town of Watervilet and city of Albany, etc., and their corporate name was changed to "Watervilet Turnpike and Railroad Company." The railroad was built by contract and opened for traffic on July 4, 1863.

In May, 1889, a contract was made to rebuild the railroad, to obtain new cars and to equip the property with the Thomson-Houston electrical system. A portion of the road was sufficiently finished to be operated with electricity and opened to the public for traffic on the twentieth of September. Work is in progress to complete the remaining portion of the road for operation by electrical motors and the overhead wire system. It is expected before the end of the year to have the entire road in operation by electrical motors.

#### Capital Stock and Funded Debt.

#### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	2,400	\$240,000	\$24,000

### FUNDED DEBT.

		interest.	Amount	Cash realized
Designation of Lien.	When due.	g When payable.	outstand- ing.	on amount outstand- ing.
Mortgage on corporate fran- chise, road, turnpike and equipment*Debenture bonds	May 1, 1919 Sept. 1, 1894	p.c. 6 6 Sept.& Mar. 1	\$350,000	\$830,150

### Cost of Road and Equipment.

Road.	Additions or betterments during year ending Sept. 30, 1889.	Total cost of road and equipment up to Sept 30, 1889.
Roadbed, superstructure and rails.  Buildings and fixtures.  Interest and discount charged to construction.  Road built by contract.	\$108.067 69 4.311 71 14,632 37 41,253 76	\$257,654 6 49,514 3 14,632 3 41,258 7
Total cost of road	†\$168,265 58	\$363,065 17
EQUIPMENT.  Horses and harness	\$13,380 19 55,592 99	\$9,300 60 30,410 19 55,692 90
Total cost of equipment	\$68,973 18	\$85,303 13
Grand total cost of road and equipment (including turnpike \$92,115 25)	\$237,238 71	\$540,373 @

# DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR. Roadbed, superstructure and rails (amounts heretofore charged to equip-

ment should have been charged to construction)	963,175 10
City assessments for drains and pavement	34,327 31
Strengthening canal bridges. Grading and relaying turnpike roads	865 26
Grading and relaying turnpike roads	2,115 %
New building	4,000 00
Alterations to car house	ור בשני
Boring well	50 00
DOTING Well	14.620 ST
Interest and discount  New rail and superstructure, North Ferry street to Water street, Broadway.	
New rall and superstructure, North Ferry street to water street, Broadway.	2,125 \$
Relaying track and new superstructure, Lumber District	1,166 74
New second track corner Clinton avenue and Broadway, 190 feet	427 17
New T track and ties between Albany and Port Chester	17,319 81
Turn out, car house	14 21.
New track, West Troy, (Spring street to Green Island), bridge, also track,	
turnouts and crossovers for Troy branch	20,300 @
Twelve new cars	13.613 3
	767 84
Rebuilding old car	
Poles, overhead wire construction	20.000 🐠
Machinery and dynamos (power house)	11.002 83
Inspection of electrical construction	<b>89</b> 6 16
Twelve motors and trucks	24,000 00
Total	\$239,353 W

# Income Account for Year Ending September 30, 1889.

Gross earnings from operation	\$69,554 94 63,547 06
-	
Net earnings from operation	86,007 B

<sup>\*</sup> Fifty thousand dollars authorized but not yet issued.
† This does not include \$2,115.25 expended on turnpike.

Income from other sources, as follows, viz.:		
Turnpike Panel rent.	\$707 01 323 50	
Bridge toll, two weeks	108 43	
Bridge toll, two weeks Rent of tenements	41 00	A1 150 01
<del>-</del>		\$1,179 94
Gross income from all sources		\$7,187 83
_ Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	\$2,918 09	
Taxes on earnings and capital stock	386 30 18 707 97	
		17,012 36
Deficit for year ending September 30, 1889		
Dencit for year ending deplemoer 30, 1005	·····	\$9,824 53
General Income Account.		
General Income Account.		
Deficit for year ending September 30, 1889	• • • • • • • • • • • • • • • • • • • •	\$9,824 58
Surplus up to September 30, 1888	·····	7,292 70
Total deficit September.30, 1889		\$2,531 83
	-	
Analysis of Gross Earnings and Operating E	XDORSOS.	
Earnings.		
From passengers	•••••	\$63,503 54 5,918 40
From chartered cars		138 00
·		****
Total gross earnings		\$69,554 94
OPERATING EXPENSES.	•	•
		<b>6</b> 0 041 04
Repairs of buildings and fixtures.		\$2,061 06 116 25
Repairs of cars and other vehicles	••••••	3,543 28
Repairs of roadbed and track Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment Horseshoing.	• • • • • • • • • •	883 73
Hiring horses.		2,067 93 987 50
Hiring horses. Renewals of horses and mules. Provender (including expense of grinding)	• • • • • • • • • • • • • • • • • • • •	2,962 88
		18,814 81 2,976 46
Salaries of general officers and clerks		20.507 46
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc		7,775 65
Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property. Legal expenses Advertising, printing and office expenses	• • • • • • • • • • • • • • • • • • • •	725 09 1,237 07
Legal expenses	• • • • • • • • • • • • • • • • • • • •	432 10
Advertising, printing and office expenses		2,021 18
Removal of anow and ice	• • • • • • • • • • • • • • • • • • • •	684 51 340 27
Subscriptions to fair, etc. Profit and loss during year Power house expenses. Grease account.		800 00
Profit and loss during year		255 26 213 26
Grease account.		15 91
Cleaning streets		125 94
Total operating expenses		\$68,547 05
	-	
General Balance Sheet September 30, 18	20	
- ,		
Assets.		
Cost of road	• • • • • • • • • • • • • • • • • • • •	\$363,055 17 85,203 18
	•••••	00,200 10
Other permanent investments, as follows, viz.: Turnpike road		00 118 05
	• • • • • • • • • • • • • • • • • • • •	92,115 25
Current assets, as follows, viz.:	<b>AP 144 00</b>	
Open accounts	\$5,164 22 76,134 02	
Supplies on hand.  Debenture bonds in treasury.	8,868 31	
Debenture bonds in treasury	50,000 00	105 144 57
Profit and loss (deficiency)		135,166 55 2,531 83
		\$678,071 98

# REPORT OF THE RAILROAD COMMISSIONERS.

oital stock	. 9240.000 0
nded debt	. 490,600 8
urrent liabilities, as follows, viz.: erest on funded debt due and accrued	. 8.750 (
is dayable	. 3,445 (
en accounts	. 1,666
y assessments duey assessments not due	2.691 1
	\$678.671 1
' Characteristics of Road, Equipment, Etc.	
ength of railway owned by company, as follows, viz.:	Miles
gle track, main line, from Albany to Green Island	7.5
gle track, main line, from Albany to Green Islandgle track, branch, from Albany to Lumber Districtgle track, branch, from West Troy to Troy	1. <b>0</b>
Total length of single track on main line and branchesond track on main line and branches	8.d
Total length of all tracks and sidings owned	
•	
ight of rails per yarduge of track	. 35 to 50 lbs
mber of box cars	
on cars rses and mules	. 15
edule time making trip one way Every 7½ min. in city, 1¢	1 hr. 10 mb
te of fare per passenger Every 7% min. in city, is	. 5.8 and 10 cu
te of fare per passenger mber of passengers carried in cars during year prage number of employees (including officials) during year	1,151.6
Salaries. Wages. Etc., of Officers and Employees.	
Salaries, Wages, Etc., of Officers and Employees.	
Officers and Clerks.	Annual salar
Officers and Clerks.	Annual saları
Officers and Clerks.	Annual saları
OFFICERS AND CLERKS. cretary and Treasurer	Annual saları
OFFICERS AND CLERKS. cretary and Treasurer	Annual saları
Officers and Clerks.  cretary and Treasurer  corintendent.  OTHER EMPLOYEES.  Average number of hours on duty per day.	Annual salari . \$1,600 t . 1,800 d . 739 d . Wages per day.
Officers and Clerks.  cretary and Treasurer corintendent.  Other Employees.  Average number of hours on duty per day.  aductors 12	Annual salari S1,000 t 1,000 t 730 t Wages per day.
OFFICERS AND CLERKS.  cretary and Treasurer cerintendent.  OTHER EMPLOYEES.  Average number of hours on duty per day.  ductors  12 vers 12 reters 11	Annual saiari . \$1,600 t . 1,800 c . T29 c . Wages per day.
Officers and Clerks.  cretary and Treasurer corintendent.  OTHER EMPLOYEES.  Average number of hours on duty per day.  coductors 12 vers 12 rters 13 rters 11 tohmen 11 admen 11	Annual salari - \$1,000 (
OFFICERS AND CLERKS.  cretary and Treasurer cerintendent.  OTHER EMPLOYEES.  Average number of hours on duty per day.  conductors  inductors  interes  inter	Annual salari - \$1,600 6 - 1,500 6 - 730 6 - 730 6 - 730 6 - 1,500 6 - 730 6
Officers and Clerks.  cretary and Treasurer cerintendent.  Cother Employees.  Average number of hours on duty per day.  cluctors  inductors  intere	Annual salan - \$1,000 4 - 1,000 6 - 720 6 - Wages per day.
Officers and Clerks.  oretary and Treasurer cerintendent. Il collector  Other Employees.  Average number of hours on duty per day.  oductors 12 vers 13 tchmen 11 admen 10 stlers 10 odesmith 10 locksmith 10	Annual salari - \$1,000 4 - 1,800 6 - 738 6 - Wages per day.
Officers and Clerks.  cretary and Treasurer cerintendent.  Cother Employees.  Average number of hours on duty per day.  cluctors  inductors  intere	Annual salan - \$1,000 4 - 1,000 6 - 720 6 - Wages per day.
Officers and Clerks.  cretary and Treasurer cerintendent.  Cother Employees.  Other Employees.  Average number of hours on duty per day.  conductors 12 conductors 13 conductors 14 conductors 15 conductors 16 conductors 17 conductors 17 conductors 18 conductors 18 conductors 19 cond	Annual salari - \$1,000 (
Officers and Clerks.  cretary and Treasurer corintendent.  Other Employees.  Average number of hours on duty per day.  collectors 12 vers 12 rters 11 tohmen 11 admen 11 admen 10 stlers 10 reseshoer 10 per 10 coksmith 10 prenter 10	Annual salari - \$1,000 t - 1,800 t - 730 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t
Officers and Clerks.  oretary and Treasurer cerintendent Il collector  Other Employees.  Average number of hours on duty per day.  Itchmen 11 admen 10 stlers 10 per 10 pe	Annual salari - \$1,000 t - 1,800 t - 730 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t - 1,800 t - 730 t
Officers and Clerks.  Other Employees.  Other Employees.  Average number of hours on duty per day.  Inductors 12  Vers 12  Inductors 13  Inductors 10  Inductors 11  Induc	Annual salari St.600 4 1,800 6 1,800 6 1730 6 Wages per day.
Officers and Clerks.  Orther Employees.  Average number of hours on duty per day.  Inductors 12  Vers 13  Inductors 11  Inductors 12  Inductor	Annual salari St.600 4 1,800 6 1,800 6 1730 6 Wages per day.

Cash realized

#### Directors of the Company.

Name.	,	Residence.
James B. Jermain		Troy road. Watervliet, N. Y.
CHARLES NEWMAN		
J. W. TILLINGHAST		Menand road, Watervliet, N. Y.
JOHN J. ACKER		Albany, N. Y.
LEDYARD COGSWELL	· · · · · · · · · · · · · · · · · · ·	Albany, N. Y.
W. B. VAN KENSSELAR	æ	Albany, N. Y.
J. HOWARD KING		Albany, N. Y.
A. N. BRADY		Albany, N. Y.
THOMAS A. KNICKERB	ACREB	Troy, N. Y.

Title of company, Watervliet Turnpike and Railroad Company.
Address of general offices, 1165 Broadway, Albany, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address Cantine Tremper, Treasurer.

### WEST SIDE (Buffalo).

(Date of charter, August 12, 1887.)

This company was organized under the General Surface Railroad Law of 1884. Its road in Elmwood avenue is operated since July 1, 1889, in connection with the Buffalo Street Railroad Company and the Buffalo East Side Street Railway Company's lines. It has no equipment, and the service is furnished by the Buffalo Street Railroad Company.

### Capital Stock.

·	No. of shares.	Par value.	on amount outstanding.
Authorized by law or charter	·	* \$100,000	\$5,000
subscribed for)			5,000
_ Cost of			otal cost up to Sept. 30, 1889.
Roadbed, superstructure and rails, and righ	t of way	••••	\$40,028 43
Income Account for Year E	nding Septe	mber 30, 1889	<b>).</b>
Gross earnings from operation Less operating expenses (excluding all taxe	s)		\$945 42 54 15
Gross income from all sources		• • • • • • • • • • • • • • • • • • • •	\$891 27
Deductions from income, as follows, viz.: Taxes on earnings and capital stock Interest on floating debt	• • • • • • • • • • • • • • • • • • • •	\$340 88	
			495 85
Surplus for year ending September 30, 18	89	• • • • • • • • • • • • • • • • • • • •	\$396 92
Analysis of Gross Earnings	and Operat	ing Expenses	lo.
Earn	INGS.		
From passengers	••••••••	•••••••	\$945 42
Operating	Expenses.		
Advertising, printing and office expenses	••••••	•••••	54 15

# REPORT OF THE RAILROAD COMMISSIONERS.

### General Balance Sheet September 30, 1889.

Cost of road	***
Cost of road.	\$10,10E d
Current assets, as follows, viz.: Cash on hand	1 <b>3</b> E
-	£ 21,012
=	
Liabilities.	
Capital stock	\$5,001
Current liabilities, as follows, viz.:	
Bills payable	
Sundries         340 35           Open accounts         19,417 97	
Profit and loss (surplus)	34,167 E 36 E
**************************************	
	\$49,180 k
Characteristics of Road, Equipment, Etc.	
•	V.*
Length of railway owned by company, as follows, viz:	Kias 1
Single track, main line, from Allen street to Forest avenue	1.3
Total length of all tracks and sidings owned	
Weight of rails per yard. Gauge of track Schedule time making trip one way. Cars run Rate of fare per passenger	???#F⊾ 19 18#EL
Officers of the Company.	
	-1 435
Name, Title, Office	ial Address
Samuel S. Spaulding President Bu Joseph S. Baecher Secretary and Treasurer Bu Edward Edwards Superintendent Bu	falo, N. T. falo, N. T.
Directors of the Company.	
Name.	lesidence.
Henry M. Watson	ffalo.N. I. ffalo.N. I. ffalo.N. I. ffalo.N. I. ffalo.H. I.
Title of company. West Side Street Railway Company. Address of general offices, No. 348 Main street, Buffalo, N. Y. Date of close of fiscal year, September 30. Date of stockholders' annual meeting, first Monday in June. For information concerning this report, address Joseph S. Baecher, 348 Main street, Buffalo, N. Y.	Secretary.

### WOODLAWN AND BUTTERNUT STREET (Syracuse).

(Date of charter, May 15, 1886.)

For history of organistion, see Report of 1888.

### Capital Stock and Funded Debt.

CAPITAL STOCE.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	\$30,000	
Issued for actual cash	150	\$15,000	\$15,000
equipment		15,000	
Total now outstanding	800	\$30,000	\$15,000

### FUNDED DEBT.

			INTEREST.	Amount	Cash realized
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.	on amount outstand- ing.
First mortgage bonds	1907	p.c. 6	Sept. & Mar.	\$20,000	\$20,000

### Cost of Road and Equipment,

ROAD.	Additions of betterments during year ending Sept 30, 1889.	of road and equipment
Roadbed, superstructure and rails  Boal estate.  Buildings and fixtures	\$1,919 57 400 00 328 57	2,700 00
Total cost of road	\$2,648 14	\$28,990 41
Equipment.		<del></del>
Horses	\$265 00	
Harness		
Cars	932 78	
Wagons, trucks, snow plows, sleighs	896 00	
Office fixtures, tools and machinery	47 00	522 42
Total cost of equipment	\$1,772 3	\$11,830 74
Grand total cost of road and equipment	\$4,420 49	940,821 15

### DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paving from Park street to barn property	\$1,919 57 400 00
Building addition to barn	328 57 265 00
Additional horses and changes	181 49
One car .:	932 78

# 966 REPORT OF THE RAILROAD COMMISSIONERS.

Wagon	96
Snow plow, etc	<b>*</b>
Snow plow, etc. Tools and machinery Office fixtures	#:
Total	N.C) 1
Income Account for Year Ending September 30, 1889.	
Change against ag from anountion	\$13.168 3
Gross earnings from operation	11,49 5
· ·	\$1.60 \$
Net earnings from operation	Mrters a
Income from other sources, as follows, viz.: Advertising	es
<del>-</del>	
Gross income from all sources	11,00 1
Deductions from income, as follows, viz.: Taxes on property used in operation of road Taxes other than above	
Taxes on property used in operation of road	
Interest on funded debt due and accrued	
Interest on floating debt and mortgage	
Interest on notes	1,69 \$
Surplus for year ending September 30, 1889	226.4
Buthing for year ending performance of ross	
General Income Account.	
Surplus for year ending September 30, 1889	<b>120 6</b> 121 5
-	
Total surplus September 30, 1889	101.5
·	
Analysis of Gross Earnings and Operating Expenses.	
Earnings.	
	\$13.EF 7
From passengers	
EARNINGS.  From passengers.  OPERATING EXPENSES.	\$13.19 T
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track	
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track	E 11.212 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures  Repairs of cars and other vehicles.  Repairs of harness and stable equipment.	13.19 7 2 21 2 31 2 31 2 11 3 11 3 11 3 11
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track.  Repairs of buildings and fixtures  Repairs of cars and other vehicles.  Repairs of harness and stable equipment.	2 001.212 2 002 2 01 2 01 2 01 2 01 2 02 2 02
EARNINGS.  From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles. Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding).	\$13,187 T \$25 Y 113 T 111 S 12
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of toulidings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks	\$33.19 3 \$25 5 16 3 175 7 111 5 821 2 146 9 3,66 8 1,66 9
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks.  Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$13.1973 \$25.5 16.5 176.7 1115.5 821.2 180.0 3.66.8 1.601.9
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks.  Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$13.1973 \$25 3: 16 3: 107 1111 5: 201 5: 201 5: 2,60 8: 2,60 8: 2,60 5: 2,60 5: 2,60 5: 2,60 5: 2,60 5:
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks.  Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$13.190 T \$255 \$2 \$15 77 \$15 12 \$20 12 \$1,667 \$1 \$2,662 \$2
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks.  Wages of conductors and drivers Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	\$13, 1973 \$25 5 15 5 1275 1 110 5 525 5 1,668 6 2,661 5 2,062 5 1,688 6 1,688
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of buildings and fixtures Repairs of harness and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses	\$13, 199 3 \$25 5 175 7 111 5 121 5 121 5 121 5 121 5 121 5 121 5 121 5 122 5 123 5 144 6 146
CPERATING EXPENSES.  Repairs of roadbed and track Repairs of cas and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks Wages of watchman, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice	\$13.100 T \$255 M 16.30 T 110 S 52.12 T 1,601 S 2,601 S 2,601 S 2,601 S 1,60
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies.	\$13,100 To \$13,100 To \$13,100 To \$13,100 To \$13,100 To \$1,000 To \$
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies Rent	\$13.100 T \$255 M 16 3 175 17 175 175 186 B 1,681 D 2,681 D 2,681 D 1,681 D
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies.	\$13.100 T \$255 M 16 3 175 17 175 175 186 B 1,681 D 2,681 D 2,681 D 1,681 D
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies Rent	\$13.100 T \$255 M 16 3 175 17 175 175 186 B 1,681 D 2,681 D 2,681 D 1,681 D
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of cars and other vehicles Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies Rent	\$13.100 T \$255 M 16 3 175 17 175 175 186 B 1,681 D 2,681 D 2,681 D 1,681 D
From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of buildings and fixtures Repairs of harness and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies. Rent  Total operating expenses.  General Balance Sheet September 30, 1889.	\$13,197 \$25 1 15 7 111 5 121 1 141 9 2,61 5 1,61 9 2,61 5 1,61 9 2,61 5 1,61 9 1,6
From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of buildings and fixtures Repairs of harness and other vehicles Repairs of harness and stable equipment Horseschoeing Renewals of horses and mules Provender (including expense of grinding) Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property Legal expenses. Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies. Rent  Total operating expenses.  General Balance Sheet September 30, 1889.	\$13,19 3 \$25 1 15 7 111 5 20 2 20 2 1,60 9 2,61 5 2,62 5 2,62 5 1,63 9 1,63
COPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of buildings and fixtures Repairs of harness and other vehicles. Repairs of harness and stable equipment Horseshoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc Light and fuel Damages to persons and property Legal expenses Advertising, printing and office expenses Insurance Removal of snow and ice. Contingencies. Rent  Total operating expenses.  General Balance Sheet September 30, 1889.	\$13,197 \$25 1 15 7 111 5 121 1 141 9 2,61 5 1,61 9 2,61 5 1,61 9 2,61 5 1,61 9 1,6
Cost of road Cost of sals of sals of sals of sals of road cost of sals of road cost of sals of road cost of sals of road cost of sals of road cost of road Cost of road Cost of road Cost of road Cost of road cost o	\$13,19 3 \$25 1 15 7 111 5 20 2 20 2 1,60 9 2,61 5 2,62 5 2,62 5 1,63 9 1,63
Cost of road Cost of sals of sals of sals of sals of road cost of sals of road cost of sals of road cost of sals of road cost of sals of road cost of road Cost of road Cost of road Cost of road Cost of road cost o	\$13,19 3 \$25 1 15 7 111 5 20 2 20 2 1,60 9 2,61 5 2,62 5 2,62 5 1,63 9 1,63
From passengers.  OPERATING EXPENSES.  Repairs of roadbed and track Repairs of buildings and fixtures Repairs of harness and other vehicles. Repairs of harness and stable equipment. Horseschoeing Renewals of horses and mules Provender (including expense of grinding). Salaries of general officers and clerks. Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Damages to persons and property. Legal expenses. Advertising, printing and office expenses. Insurance Removal of snow and ice. Contingencies. Rent  Total operating expenses.  Assets.  Cost of road Cost of equipment. Other permanent investments  Current assets, as follows, viz.: Cash on hand Open accounts (unpaid calls) on stocks	\$13,19 3 \$25 1 15 7 111 5 20 2 20 2 1,60 9 2,61 5 2,62 5 2,62 5 1,63 9 1,63
Cost of road Cost of sals of sals of sals of sals of road cost of sals of road cost of sals of road cost of sals of road cost of sals of road cost of road Cost of road Cost of road Cost of road Cost of road cost o	\$13,19 3 \$25 1 15 7 111 5 20 2 20 2 1,60 9 2,61 5 2,62 5 2,62 5 1,63 9 1,63

Woodlawn and Butternut S	TREET.	967
Liabilities.		
Capital stock		\$30,000 00
Funded debt		20,000 00
Current liabilities, as follows, viz.: Interest on funded debt due and accrued		100 00
Bills payable		4,500 00 66 44
Open accounts Bond and mortgage, real estate	· • • • • • • • • • • • • • • • • • • •	1,675 00
Profit and loss (surplus)	••••••	481 65
		\$56,772 99
Characteristics of Road, Equipmen	t, Etc.	
Length of raitbay owned by company, as follows, viz.: Single track, main line, from Salina street to Woodlawn Sidings on main line		Miles. 1.76 .192
Total length of all tracks and sidings owned		1.952
Weight of rails per yard Gauge of track Number of box cars Horses and mules		4 ft. 8% in.
Hotsee and mules Schedule time making trip one way. Cars run		80 min. Every 15 min.
Rate of fare per passenger		3, 4, 5 cents.
Rate of fare per passenger. Number of passengers carried in cars during year Average number of employees (including officials) during y	70&r	267,995 12
_		
Salaries, Wages, Etc., of Officers and	Employees.	
Officer and Clerk. Superintendent		Annual salary. \$780 CO 240 CO
OTHER EMPLOYEES.		
	Average number of hours on duty per day.	Wages per day.
Drivers	14 14	\$1 45 1 40
Watchmen	14	1 83
Roadmen	14 14	1 40 1 40
Blacksmiths	10	1,66
Accident.		Injured
Passenger	•••••	1
Officers of the Company.		
Name. Title.  JOHN S. KAUFMAN. President		ial Address. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y.
Directors of the Company.	Res	idence.
John Dunn Henry Weinheimer  G. Schieder	Syra   Syra	cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y. cuse, N. Y.

#### 968 REPORT OF THE RAILBOAD COMMISSIONERS.

Title of company, Woodlawn and Butternut Street Railway Company.
Address of general offices, Syracuse, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address Fred, Erhard, 212 West Willow street, Syracuse, N. Y.

### YONKERS.

(Date of charter, January 7, 1885.)

#### Capital Stock and Funded Debt.

### CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter		\$200,000 20,000	\$20,000

#### FUNDED DEBT.

			Interest.	Amount
DESIGNATION OF LIEN.	When due.	Rate.	When payable.	outstand- ing.
First mortgage	1926	p.c. 6	Mar. & Sept.	\$27,400

#### Cost of Road and Equipment.

ROAD.	Total cost up to Sept. 30, 1889.	
Roadbed, superstructure and rails	\$107,350 94	4
Real estate Buildings and fixtures.	21,000 00	0
Buildings and fixtures	23,065 99	2
Total cost of road	\$151,416 80	6
Equipment.		•
Horses		0
Harness	1,230 85	
Cars	9,375 00	
wagons, trucks, snow plows, sleighs	1,388 20	)
Total cost of equipment	\$29,076 65	5
		2
Grand total cost of road and equipment	\$180,493 51	l
	`	•
Income Account for Year Ending September 30, 188	9.	
Gross earnings from operation	\$23,786 34 \$4,267 35	

\$10,471 01

Net loss from operation.....

### YONKERS.

Deductions from income, as follows, viz.: Taxes (Railroad Commission). \$25 81 Interest on mortgage on building \$25 00	\$950 81
Deficit for year ending September 30, 1889	\$11,421 82
Analysis of Gross Earnings and Operating Expenses	ı_
	•
From passengers	\$28,516 84 41 50 228 00
Total gross earnings	\$23,786 34
OPERATING EXPENSES.	\$3,413 <b>49</b>
OPERATING EXPENSES. Repairs of buildings and fixtures. Repairs of buildings and fixtures. Repairs of cars and other vehicles. Repairs of harness and stable equipment. Horseshoeing Renewals of horses and mules. Renewals of wagon, truck, etc. Provender (including expense of grinding). Salaries of general officers and clerks Wages of conductors and drivers.	400 00 8,991 44 1,445 43
Wages of conductors and drivers. Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. Light and fuel Water tax. Damages to persons and property Legal expenses. Oil and waste	4,896 48 250 00 118 82 85 00
Oil and waste Advertising, printing and office expenses Insurance Removal of snow and ice Contingencies Veterinary Telegraph, miscellaneous services	97 94
Total operating expenses	\$34,257 85
General Balance Sheet September 30, 1889.	
Assets.	
Cost of road. Cost of equipment. Current assets, as follows, viz.: Cash on hand Open accounts Bank balance. Profit and loss (deficiency).	\$151,416 86 29,076 65 396 51 6 10 2 74 145,705 19
2 TO MA COLOR (MODE CONTROL OF THE COLOR OF	\$326,604 05
Liarilities.	
Capital stock Funded debt Current liabilities, as follows, viz. :	\$20,000 00 274,000 00
Loan payable Bills payable Mortgage on real estate.	8,808 30 5,295 75 18,500 00
	\$326,604 05
Characteristics of Road, Equipment, Etc.	
Length of railway owned by company, as follows, viz.:  Single track, main line, from depot to carpet mills	Miles. 2.24 1.48 1.61
Total length of single track on main line and branches	6.83 .30 .81
Total length of all tracks and sidings owned	7.44
199	

### REPORT OF THE RAILBOAD COMMISSIONERS.

Weight of rails per yard. Gauge of track. Number of box cars Open cars Horses and mules Schedule time making trip one way. Cars are run Rate of fare per passenger. Number of passengers carried in cars during year. Average number of employees (including officials), during year.	4ft 84 in.
Salaries, Wages, Etc., of Officers and Employees.	
Officers and Clerks.	Annual salar, '
Superintendent. Clerks	. 36 B
OTHER EMPLOYERS.	

	hours on duty per day.	per day.
Conductors and drivers	12 12	# 18 13 13
	<u>-</u> <u>-</u> .	_ =

### Officers of the Company.

Average

Name.	Title.	Official Address.
EDMUND STEPHENSON	President	Home Bank, New York city. Yonkers, N. Y. 7 Pine street. New York cit. Yonkers, N. Y.

### Directors of the Company.

Name.	Residence.
E. Stephenson	New York city.
J. H. HINTON, M. D.	4 West 32d street, New York du
J. H. Odell C. S. Odell	407 West 42d street, New York Str
O. STAHLNECKEB	Yonkers, N. Y.
T. HENRY MASON	New York city.
JOHN F. BRENNAN	Yonkers, N. Y.
D. B. HATCH	7 Pine street, New York city.
THOMAS W. SMITH	5 National Bank, New Tork City.

Title of company, Yonkers Railway Company.
Address of general offices, Yonkers, N. Y.
Date of close of fiscal year, September so.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address D. B. Hatch, Treasurer, Pine stock York city.

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I would be to the total of Allians stopotts.	PAGE.
Table A—Surface and Elevated Steam and Surface Street Roads in Operation	
Comparative statement of gross earnings from operation, operating expenses net earnings from operation, income from other sources than operation, and gross income from all sources for years ending September 30, 1888 and 1889	ì
Table B — Surface and Elevated Stram and Surface Street Roads in Operation	
Comparative statement of deductions from gross income (interest, rentals taxes, etc.) and net income from all sources for years ending September 30 1888 and 1889	•
Table C — Surface and Elevated Stram and Surface Street Roads in Operation	
Comparative statement of payments from net income (dividends, etc.) and surplus or deficiency for years ending September 30, 1888 and 1889	
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Statement of payments made by lessee companies for rentals of leased lines and disposition of same by lessors for years ending September 30, 1888 and 1889	
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Condensed balance sheets, surface steam roads, September 30, 1889	. 48-49 -
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Statement of location, capital stock, funded and floating debt, cost of road and equipment, miles projected and miles built	
Table G — Abstract of Combined Reports of all Railboad Companies, Surface and Elevated Steam and Surface Street, in Operation.	2
Comparative statement for years ending September 30, 1888 and 1889	64-71
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Roads not built, or but partially built, surface and elevated steam and surface street	
Surface steam roads partially or wholly built but which have been partially or wholly absorbed by other companies or whose operations have been sus pended from various reasons	r -
TABLE I — Statement of accidents on horse roads for the year ending September	r
30, 1889	

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### Annual Reports of Surface Steam Railroad Companies

	AGE.	<b>-</b>	AGR.
Addison and Pennsylvania	81	Chateaugay (Railroad)	T.
Adirondack	86	Chautaugua Lake	12
Albany and Susanahanna lassan	92	Chautauqua Lake Cherry Val'y, Sha. and Albany, lessor, City, New York	18
Albany and Susquehanna, lessee	94	City, New York	73
Albany Terminal	72	Clove Branch	77
Albany and Vermont, lessor	101	Clove Branch	3
Albany and Susquehanna, lessee. Albany Terminal Albany Terminal Albany and Vermont, lessor Allegany and Kinzua Amsterdam, Chuc. and Northern	72	Concourse Conesus Lake, lessor Coney Island and Rockaway Connecting Terminal	73
Attiag and Areads	102	Conesus Lake, lessor	194 72
Attica and Arcade Attica, Lockport and Lake Ontario Avon, Geneseo and Mt. Morris, lessor,	72 72	Connecting Terminal	155
Avon, Geneseo and Mt Morris lessor	103	Connecting Terminal Cooperstown and Charlotte Valleases Cooperstown and Susquehanna Val Corning Cownessus and Ant. lease.	150
Baldwinsville Branch	72	Cooperstown and Susquebanna Val.	
Batavia, Albion and Lake Ontario	56	Corning. Cowanesque and Ant. lessor.	100
Bath and Hammondsport	104	Corning, Cowanesque and Ant. lessor. Corning. Cowanesque and Ant. lessor.	26
Binghamton and Southwestern	72	Condetabol Chothensville and Laces-	_
Black River and St. Lawrence	72	Wanna	ā
Boston and Albany Boston, New York and Western	108 72	Croton Valley	3
Bradford, Eldred and Cuba	115	Delement and Hudson Conel Com-	12
Branchport and Pann Van	72	nany 384	8
Brighton No. 1. Brighton No. 2. Brighton Boach	72	pany.  Delaware and Hudson Canal Co. lessee 94, 188, 260, 367, 498, 525, 526,  Delaware, Lack and Western, lessee.  Delaware and North Pivere	_
Brighton No. 2	72	lessee 94, 188, 260, 367, 498, 525, 524,	66
	72	Delaware, Lack and Western, lessee.	
Broadway Central Underground Broadway and Rockaway Beach Broadway Underground Connecting,	72		7
Broadway and Rockaway Beach	72	Delaware and Otsego	5
Brookfield	72	Deini and Hudson River	55 73
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aratoga	76	Woodlawn and Butternut Street	1
aratoga Electric	76	Vonkers	7
chenectady.	897	YonkersYonkers	×
lon Brussa Avanua	76	TOHROLD	



